











**STAMPS OF INDIA**

FIRST PUBLISHED

1st December 1942

*Set and printed in India*  
by R. Bourdon for Western Printers & Publishers,  
15 & 23, Hamam Street, — Fort, Bombay.

# STAMPS OF INDIA

*By*

**JAL COOPER, F.R.G.S.**

*Available from the Publisher  
of*

**India's Stamp Journal,  
STANDARD BUILDING,  
HORNBY RD., BOMBAY.**



## CONTENTS

Chapter		Page
Foreword	.	ix
Introduction	.	xi
Corrigenda	.	xiv
I Indian Pre-stamp covers	.	1
II Overland route to India	.	9
III Stamps of India	.	23
IV Essays, Proofs and Reprints	.	69
V Telegraph Stamps of India	.	79
VI Forgeries of Indian Stamps	.	84
VII Where Indian Stamps are printed	.	91
VIII Indian States' Stamps	.	94

### PART II

IX Indian Cancellations and Postmarks	.	99
X India Used-abroad	.	109
XI Indian Air Mails	.	129
XII Rocket Mails	.	139
XIII Life of Stephen H Smith	.	151
XIV Indian Postal Administration	.	154
XV Postal Museum at New Delhi	.	158
XVI The Bombay Philatelic Exhibition	.	162
XVII Stamp Trade in India	.	163

### PART III

XVIII A catalogue of prices for Indian Stamps	.	171
XIX Stamps of India overprinted for use in Indian States	.	187
XX A checked price list of Indian First Flight Covers	.	206
XXI A catalogue of Indian Rocket Mails	.	223
XXII A list of books on India and Indian States	.	229



## FOREWORD

In publishing this book "Stamps of India" in three handy parts, Mr. Jal Cooper, F.R.G.S., has rendered a distinct service to all Philatelists. It is true that a good deal of literature exists on Indian stamps, with elaborate volumes on the 1854-55 issues as also on the later issues, Telegraph stamps, etc. These were published years ago and several of the handbooks are not available or difficult to obtain. To put together in short and to the point, the information contained in these volumes issued during the past many years in a small artistically printed volume was a task well worth undertaking. The credit of this goes to Mr. Jal Cooper. I am sure the general collector, who is interested in many countries as also in Indian stamps, will find this book very interesting and informative.

Mr. Cooper has touched the whole field of philately regarding India, beginning from Indian pre-stamp covers, Overland routes, early Indians, modern issues, Telegraph stamps, Indian States' stamps, Used-Abroads, Air Mails, Rocket Mails, etc. He has also something to say about Essays, Proofs and Reprints and Forgeries. A good deal of general information is also contained in this book, which is really very interesting.

To the expert and the specialist there are many books which he can study with advantage. To a collector who has ordinary interest in Indian stamps, I am sure, this book will be very useful and interesting. In Part III, a priced catalogue of Indian stamps, Convention States, Air Mails and Rocket Mails is given. This will be a useful guide to Philatelists in determining the valuation of their Indian collection.

Mr. Jal Cooper has spared no effort to make this book a very attractive volume, printed on art paper and profusely illustrated and no collector of Indian stamps can afford to miss this handy little book for his library.

*Bombay,*

*3rd November 1942.*

C. D. Desai.

## INTRODUCTION

I have been requested by a large number of my clients and readers of the 'India's Stamp Journal' to publish a book on "Stamps of India" and particularly a priced catalogue of Indian stamps, Indian Convention States' stamps, Indian Air Mails and Indian Rocket Mails in conformity with the present prevailing prices. I have therefore ventured to compile this handy volume on "Stamps of India" and hope that it will meet with the general approval of philatelists interested in Indian stamps. I must say that upto now attempts have been made by writers to publish books only on specialised subjects of India, as will be evinced by a perusal of the list of books on India published on page 229 of this book. I therefore feel that my humble efforts to publish in this book, besides a general outline on Stamps of India, short chapters on "Indian Pre-stamp covers", "Overland Route to India", "Essays, Proofs and Reprints", "Telegraph Stamps of India", "Forgeries of Indian stamps", etc., will be found to give short interesting summaries of these subjects.

Besides these chapters, I have endeavoured to describe in part II the important side lines of Indian Philately, such as "Indian Cancellations", "India Used-abroad", "Indian Air Mails" and "Indian Rocket Mails."

In Part III of this book a genuine attempt is made to quote the prices at which there are every reasonable chances to obtain British India or Indian Convention States' stamps either in India or elsewhere and as in India 99 per cent of the stamp collectors use the *Stanley*

*Gibbons' Catalogue* for their guidance, I have quoted for their easy reference the Gibbons' catalogue numbers for Indian stamps, with the only change, viz, regarding the classification of the India 1854 four annas value which is submitted to the readers in conformity with the specialised book on this value. I have not ventured to prepare a checked price list of the Indian Feudatory States for the simple reason that stocks of their early issues are practically non-existent in India and therefore there cannot be found a true basis of their prices. It is a real tragedy that Indian dealers are able to supply packets of Indian States containing 25 to 1,000 different varieties but they are not in a position to supply all good and scarce items, perforation varieties, the valuable Convention States' errors, etc., except by importing them from English dealers who are very well-stocked in these choice items and without which no collection worth its name of Indian States could be built up.

The number of collectors of "Indian First Flight Covers" and "Rocket Mails" is steadily increasing throughout the world and as such, the checked price lists of these two groups of Indian Philately will be found as a guide to the present day market prices. In preparing the price list of the Indian First Flight covers, I have quoted as reference the famous *D. Field's Air Mail catalogue numbers*, as it is the only comprehensive guide for early Indian Air Mail covers and as all the Indian Aerophilatelists use it as their guide. However, as the Field's catalogue was published as far back as in 1934, it ends with number 109, chronicling flights upto 6 September 1933. I have therefore continued the numbers in chronological order of later flights for an easy reference.

In compiling this book, I am indebted to various early publications on India and particularly to Mr. Robson Lowe's recent publication on 'India Used-abroad', Messrs. Stanley Gibbons' catalogue, Part I and Messrs. D. Field Ltd's Air Mail catalogue. I also owe a deep debt of

gratitude to Mr. C. D. Desai, F.R.P.S.L., for his various valued suggestions and his loan of several items for illustration including the original artists' sketches illustrated on pages 76-77. Mr. Desai possesses as many as nine of such different artists' sketches.

In conclusion, I shall consider it a personal favour if the readers of this volume will come forward with any criticism that they may have to offer for future improvements of this book, as it is likely that I may continue to print future editions every alternate year to keep the Part III uptodate as regards ruling prices.

**Jal Cooper.**

## ERRATA AND CORRIGENDA

---

Page 18 : Third line from bottom, read "restrain"<sup>9</sup> instead of "constrain".

Page 73 : Last para, first line, pages "71 and 72" should be "76 and 77".

Page 80 : Second para, denomination included should be Rs. 10, 25 and 50 instead of Rs. 10, 15 and 25. The Rs. 15 value was never issued.

Page 89 : 1868 overprint S. G. type '7' should read type '07'

## INDIAN PRE-STAMP COVERS

INDIA is known to be the land of mystics and the mysterious 'Rope Tricks'! Its hundreds of languages and in their train its hundreds of castes and creeds are but the eternal unsolved problems of the politicians, both British and Indian.

Even for a philatelist, India has its unsolved problems and puzzles, what with its lithographed first issues and their various dies, the Hon. East India Company issues and then under the Crown, followed with the numerous small and large 'service' issues and the 'Fiscals' used for postage! But these are not all. The formidable side line groups of 'Indian Pre-stamp covers', 'Indian cancellations', 'Indian stamps used-abroad', 'Indian Air Mails' and 'Indian Rocket Mails' would unnerve anyone venturing out to have a go for Indian stamps in a small way, as every philatelist wishes to do in the beginning, but soon finds himself entangled to the neck. And if these formidable groups would unnerve even the bravest philatelist, I leave it to my readers to imagine the consequences if a philatelist takes into his head to collect from other equally fascinating side lines, such as, "telegraph stamps, postal stationeries, foreign and inland bill stamps, fiscals and locals followed by overprinted stamps for the local funds and district boards, municipalities and court of wards, postal service, secretariats" and last but not the least the 'court fees' and the 'Receiver' in whose hands this indiscreet philatelist would soon find himself!

I therefore feel that even for myself I have created a formidable task in getting together in these pages every

possible information that would go a long way to solve the various problems often created by Indian stamps. I felt that it was long overdue for someone to bring these informations in one guide book, which if properly collected and placed before the Indian philatelists would be welcomed by all, and with this thought and hope I have ventured to bring out this book. Therefore, it is but natural that I should begin the first chapter with 'India's Pre-stamp covers' as before the stamps were issued in this country, the primitive Indian postal services from sixteenth to eighteenth century have provided a most interesting group of handstruck postage stamps of India.

### Early Postal Service

It has been said that 'Civilization' began in the East and it must be true, as the organisation of the first postal system by 'couriers' in the world is attributed to the Persian Monarch, 'Cyrus the Great'. In B. C. 536, this Oriental Monarch after his sweeping victories and far-reaching conquests found that he could not keep in touch with his vast Empire. Therefore, he ordered all the commanding officers of his large army and the Governors of his various provinces to regularly write to him of all that occurred in their districts. And to ensure regular deliveries of these reports, he built 'posthouses' and stables at regular distances for the convenience of his postal-runners known as 'couriers'. At every 'pos' house', a postmaster was kept in charge to receive the messages from the couriers on their arrival and give them others—orders and instructions from the Monarch to his Governors and Commanders on matters of State affairs—and change their horses and look after the other comforts of these first 'postal-runners'.

Even the Biblical references prove that postal service was in existence centuries ago: One finds in *Jeremiah*,

Chapter 51, Verse 31, the reference— 'One post shall run to meet another, and one messenger to meet another, to shew the King of Babylon that his City is taken at one end'. In *Chronicles II*, verses 6th and 10th in Chapter thirtieth contain similar references, to wit, 'So the post went with the letter from the King and his Princes throughout all Israel and Judah' and 'So the Post passed from City to City', respectively. Chapters third and eighth in *Esther* abound with such references, for example, in the 13th verse of Chapter three, 'And the letters were sent by post into all the King's Provinces' and in the 15th verse, 'The Posts went out, being hastened by the King's commandment'. The chapter eighth has a reference in its 14th verse, 'So the posts that rode upon mules and camels went out, being hastened and pressed on by the King's commandment'. In *Job* one finds in chapter ninth, verse 25th, 'Now my days are swifter than a post', etc. Thus, there can be no wonder that India, the seat of civilization, should also have its posts from very early days. However, varying informations about the early postal service in India are given out by many authors writing on India, but in an early work of the Oriental traveller, Ibn-I-Batuta, it has been recorded that he had come across postal runners who delivered 'rookas' (letters) throughout the Kingdom of the great Monarch Mohammad Bin Tughlak in the fourteenth century, when Ibn-I-Batuta paid a visit to this Kingdom. To Indian historians, it is a well known fact that 'postal runners' provided an important and well organised service during the Mughal dynasty ruling over India and the mounted postal runners were a common sight in the Kingdom of Sher Shah, which fact, Ferishta, the Persian historian has also recorded. In fact, Sher Shah in his short reign of five years—1541/45—constructed a road 2000 miles long, from Sonarung in Bengal to the Banks of Indus in Sind. Even in the extreme South, there was a postal service

but more is known only of the important postal service established by the enterprising Rajah Chik Dev Raj of Mysore in about 1672.

But a more systematic and regular postal service came into existence with the advent of the Hon. East India Company in India. This Company came into existence on 31st December 1600 by a Royal Charter and it soon began operations for trade with India. On establishing trade centres in India, it immediately availed itself of the services of Indian Postal runners for its despatches between its different trading centres. But with the increase in trade, the East India Company found that a more regular and systematic postal service was badly needed for its expanding trade and it came to the conclusion that this could only be achieved by having its own paid 'postal runners'. With an expanding trade, the power and political influence of the Company also grew by leaps and bounds and to keep pace with the increasing demand for an efficient postal service, Lord Clive endeavoured to organise a Government postal service in 1766 and issued in this connection the following ordinance which has been recorded in the Minutes of Government Circulations dated 24 March 1766 :- "Ordered that in future all letters be despatched from the Government House; the Post Master or his assistant attending every night to sort and see them sent off. That the letters to the different Inland settlements be made up in separate bags, sealed with the Company's seal. That none may open the packets except the chiefs at the different places, who are to open only their own respective packets; and ordered that they be directed to observe the same rule with respect to the letters sent down to Calcutta".

This service was restricted to Government purposes only, but the Company's servants were

THE INDIAN POSTAL RUNNER.



(Courtesy : *Illustrated Weekly of India*)

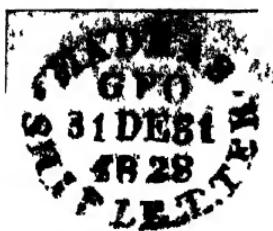
INDIAN POST OFFICE PIONEER.

The Kasid or footrunner, the backbone of the old postal system before the Railway Mail service came in. He carried a sackful of mail on his shoulders and jingled the bells on his spear to frighten away wild animals in the forest.

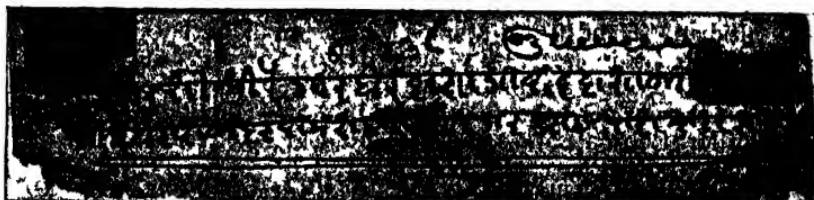
permitted a free use of it. Once again, ever increasing responsibilities both in trade and politics led the Company to make further efforts for reorganisation of its postal system and in 1774 the entire postal service in the Company's domain was reorganised for a more efficient service. An official 'Postmaster General', responsible for enforcing an efficient service was appointed on 31st March 1774 and even the private people were permitted the use of the service on payments ranging from 2 annas to Rs. 5/- for a letter. These postal rates prevailing in 1774 are given by Mr. Robson Lowe in his priced catalogue of "Handstruck Postage stamps of the Empire" and they make interesting reading when compared to our present postal rates. It used to cost for sending a letter weighing '1 tola', 2 annas from Calcutta to Chandernagore, 3 annas to Burdwan, 11 annas to Lucknow and 1 rupee to Bombay. These early covers of the seventeenth century which do not show postal marks of origin are supplied by Mr. Robson Lowe's firm at prices varying from 60/- and upwards. But even this postal system existed in those parts of India where the Company had its establishments or its officers stationed and so the private post was still carried on in other parts of India by native postal runners as hitherto. Before 1837, all the posts in the districts were entrusted to Zamindars having large lands and their responsibilities and duties were actually laid down in the Bengal Regulation No. XX of 1817.

By 1837, the British influence had spread in practically all parts of India and as such, a more comprehensive postal service was required, which was attained by the passing of the First Post Office Act of 1837, known as Act XVII of 1837. This Act gave the British Government the sole rights for postal service in the Company's territories and all private postal services were banned except under licence which was issued only to a few. This restriction naturally led to much discontent, particularly

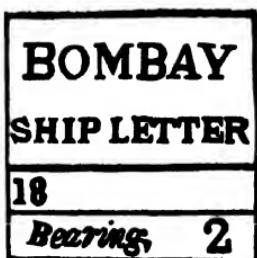
POSTAL MARKINGS ON "PRE-STAMP" COVERS



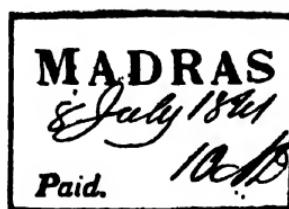
Two early "Ship Letter" postal markings.



The 'front' and 'back' of a 'pre-stamp' cover.



Bombay "Bearing"



Madras: "Post-Paid"

owing to higher Government rates of transmission. However, in spite of doing everything to abolish these private posts they still flourished and only ended in 1854 when the post was thrown open to all at a nominal rate of  $\frac{1}{2}$  anna for ordinary letter to any part of India, by enacting a further Act XVII of 1854. In the eighteenth century, on receiving the postal charges, a frank with the words 'Post Paid' was applied to letters which also showed the name of the receiving office. Some of these 'franks' are very scarce and a most comprehensive collection could be built up of these interesting first Indian "Handstruck stamps" in a small outlay by a philatelist interested in the early Indian "Pre-stamp" covers. For a comprehensive guide regarding prices etc. for these covers, the reader would do well to buy a copy of Mr. Robson Lowe's above mentioned book, which not only provides a comprehensive price list of such covers, but profusely illustrates the various types of 'franks' applied to letters before the postage stamps came into use in India.

## OVERLAND ROUTE TO INDIA

---

THOUGH adventurous travellers had travelled overland from India to England and *vice versa* in the early 18th century, it was solely due to the life time devotion and enthusiasm of Lieut. Thomas Waghorn, R. N., that the 'overland route' was established between India and England, which shortened the communication time by as many as 60 days between these two countries.

In the days of Hastings and Cornwallis, it took nearly a year to receive a reply from England for a letter sent from Calcutta, through the medium of the sailing ships of the East India Company, which had to make a long voyage by the Cape of Good Hope. This inordinate delay and the large expansion of business interests forced the Directors of the East India Company to establish an 'overland route'. However, before circumstances compelled the Directors of the East India Company to use the 'overland route' they preferred the long sea route via Cape of Good Hope to avoid as far as possible their trade rivals, the Levant Co., who were conspicuous in places traversed by overland route. Besides, the realization of such a thing was thwarted previously owing to the state of affairs existing at that time in Egypt but when the Mamelukes were expelled and the country subjugated under the rigorous rule of Mohammed Ali this difficulty soon disappeared. Arrangements were then made with the Egyptian Government, the ruler consenting to a free passage through Egypt for letters and passengers with light goods and the ports of Alexandria and Suez were made the two landing places of arrival and departure on the

western and eastern sides respectively. However, the gain in lessening period of transit was mostly achieved by steamships as the sailing ships were always dependent on the weather. Two powerful steamships, one from Marseilles to Alexandria and the other from Bombay to Suez were run to carry the mails with regularity since the overland route came into operation. To minimise the time as much as possible the circuitous passage through the Straits of Gibraltar was dropped and the mails were conveyed from Marseilles to Boulogne or Calais and by Dover to London.

On the outward journey from India after the mails were transported to Marseilles a distance of 700 miles was covered on the horse's back to Boulogne or Calais for an express delivery of the news. The whole distance was covered by relay of horses and an average speed of 13 to 14 miles per hour was regularly achieved by the riders. The steam boat always awaited at Calais or Boulogne to receive the mail which was immediately conveyed to Dover and once again by horse express to London.

The 'overland route' brought India within a comfortable distance with Western countries and besides shortening the time taken in travels, it helped the Indian trade beyond the imagination even of its originator. Therefore, it is but meet that I should embody in this book a chapter solely devoted to the early romances of this postal enterprise as far as India was concerned.

### Life of Lt. Waghorn, R. N.

Born at Chatham in 1800, at an early age of twelve, Thomas Waghorn joined the Royal Navy and after four years' training entered the services of the East India Company in its pilot service. In this service, he soon distinguished himself by volunteering to serve in the then Burma campaigns. He was given the command of a ship



**Lt. Thomas Waghorn, R. N.**



**Lt. Waghorn's Hotel at Suez.**

*(Courtesy : Illustrated London News )*

and a division of gun-boats in the Burmese Arracan War and was highly commended in the despatches by the East India Company. On the Burma campaign being over, he rejoined his duties as a pilot in 1825 and it was in this year that he met Captain Johnston, who had arrived from England in a newly built steamship, *Enterprise*. This steamship was specially built to provide a fast service between England and India via Cape of Good Hope, but her first voyage was totally disappointing, as she took exactly 113 days to reach India, when her builders had confidently expected that she will take about 70 days only for the voyage to India. Now Capt. Johnston had happened to travel to India on his previous journey by 'overland route' as done in those days by a dozen or two adventurous travellers, and he narrated his journey and desert adventures to Lt. Waghorn who had gone aboard his ship to pilot it up the River Hooghly. Lt. Waghorn also discussed with Capt. Johnston of starting a project of establishing a steamship service to India for the Company's benefit and in the year 1827 he left Calcutta for England with a letter of credence from Lord Combermere, the then Vice-President of the Council, on the Directors of the East India Company in England recommending him 'as a fit and proper person to open steam navigation with India, via the Cape of Good Hope.' However, the idea of a steam navigation was then in advance of time, particularly the failure of *Enterprise* being mainly responsible for dropping this scheme for the time being. This led Lt. Waghorn to devote his attention and energies of opening up an 'overland route' which would definitely make a saving in time of transit between England and India.

At the present entrance of the Suez Canal, there is a statue of Lt. Waghorn and on its base there is carved a relief of a scene which has a historical story behind it. It relates to an incident in 1829, when Lt. Waghorn

obtained a permit in England from the East India Company to act as their courier and by carrying a despatch across Egypt to meet the *Enterprise* arriving from India, and prove if communication could be sent quicker by this route. Lt. Waghorn travelled by post carriage across Europe to Trieste, sailed in a sailing ship from there to Alexandria, again sailing in a *dhow* (local Egyptian boat) up the Nile to Cairo and then crossed over the 80 miles of desert as quickly as possible to arrive at Suez on 8th December 1829, the very day on which the *Enterprise* was expected to arrive from India. But the steamship failed to put in an appearance and the restless Lt. Waghorn sailed with his despatches in an open sailing boat down the Red Sea to meet halfway the *Enterprise*! This memorable scene is depicted in the relief at the base of his statue and which brought vividly to the mind of the author, who visited Lt. Waghorn's statue in 1932, the courage and determination of this pioneer.

To the misfortune of Lt. Waghorn, the *Enterprise* had broken down and Waghorn was eventually picked up near Jeddah by the East India Company's brig *Thetis*. These incidents delayed his arrival to Bombay so much that it exactly took him four months and twenty-one days to reach Bombay after leaving England, which he did on 20th March 1829. But such misfortunes did not deter Lt. Waghorn in his determination to establish the 'overland route'. In January 1835, he again returned to England and soon set down to work out details of his future plans. He issued a circular to various merchants interested in trade with India, stating that he would take letters to India on a nominal charge of 5/- from them and that he expected to be back in England by November of the same year. He was so much confident of his successful trips that he announced in advance that he would again set out for India in February next! Thus, he

made several trips and on all these occasions he devoted his energies to improve the means of transit across Egypt, particularly the desert tract.

### The Overland Travel.

On one occasion in the year 1836, he actually succeeded in getting a mail from Bombay to London within sixty days against the usual 100 days or more. In a similar way the Indian mails of July 1841 posted from London were delivered in Bombay within 30 days and 10 hours. After reaching Suez, three modes of travelling were at option of the traveller to cross 84 miles of desert to Cairo. The first mode of transit was spring-carts or omnibuses which completed the journey within 16 to 24 hours. Second mode was by travelling on donkeys and the journey was accomplished within 30 to 50 hours. The third method was by travelling on Camels, the journey taking between 20 to 30 hours. Even in the 84 miles of sandy desert, resting places were erected at intervals of 10 to 12 miles throughout the whole desert and at these places water was kept as well as the *divans* found for a rest. Even the animals were looked after at these rest houses. The horses were changed every 12 miles. At the fifth halt the traveller completed his journey for the day and had to stay at the hotel where accommodation for as many as 120 persons was provided. The journey commenced on the next day and at the close of the second day, Cairo the capital of Egypt was always reached. Here, the traveller generally indulged in sightseeing and the famous Hill's Hotel at Cairo catered for the weary traveller. From Cairo the traveller embarked from the harbour of Boulak for Atfeh upon the Nile at which place the river connected with Alexandria by a canal of Mahmudiyah. This 48 miles by Canal has been acclaimed by all as an engineering feat unequalled by modern methods. It was dug under the instructions of Mahomed Ali, who put about

**The overland Route to India**



**Crossing the Isthmus of Suez**

(Courtesy: *Illustrated London News*)

two hundred thousands of labourers on the work. They received no tools, no pay but barest of food rations. The workers dug with their bare hands, carrying the dug out sands in baskets up the bank and in spite of such hardships, they completed the Canal-48 miles long, 9 feet wide and in several places as much as 18 feet deep-within five months from the commencement of this great historical work. But the toll paid by the workers was heavy indeed. More than 20,000 of them died.

The time taken to reach Atfeh was nearly 4 days. At Atfeh the traveller had to change the boats and passed through the canal of Mahmudiyah. This journey was accomplished from Atfeh to Alexandria within 12 hours. From Alexandria the traveller was conveyed to Syra belonging to Greece. From here the traveller was transported by a steam boat through the Straits of Messina to Malta, the journey taking 70 to 80 hours. From Malta the traveller was sent to Naples within 24 hours by a Neapolitan boat, from where boats belonging to the French Government conveyed him to his last journey touching at Civita Vecchia and Leghorn on his way to Marseilles. From this city the traveller would either take the *malle poste* for Paris reaching there within 66 hours or travel via Lyons which was reached within 36 hours.

In 1840, the P. & O. Steamship Company received its Royal Charter on the express condition that the Company would extend its shipping services to India within two years from this date. The first thing it did was to improve further the amenities existing on the overland route. Under the improved conditions there was noticed a marked improvement in the number of travellers using the 'overland route'. In 1838, about 250 travellers a year had passed over this route, about 125 persons each way. But in the year 1841, the number increased to 600 and in 1842 well over 800. Before the present luxurious overland

route travels after the completion of the Suez Canal in 1869, mainly enabling passengers to easy-going sight-seeing visits afforded by the various steamship services to travellers, there were 3,000 to 4,000 camels employed to transport a single ship's freight and the value of the goods so transported was valued at as much as £40,000,000 a year! The present overland journey is like travelling in America in a Pullman car, and I would very much like to know what it must have been to travel in those days, when according to Herodotus 2600 years ago, Neco, a King of Egypt first set about to work to join the Nile to the Red Sea by digging a Canal, which was finished by Darius. It took 4 days to pass through this Canal and it had a width that enabled two *triremes* to sail abreast at a time. The water was drawn into this Canal from Nile, which entered a little above the city, Bubastis—the *Pibeseth* in the Scriptures and the present Tal Basta.

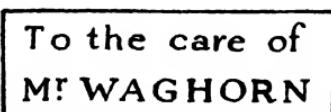
The *Illustrated London News* of 1st March 1845 had chronicled the arrival of the first overland mail from India as under :—

"The experiment of opening a communication with India twice a month has commenced. On Monday news was received by the first of the intermediate mails from Calcutta, but it is only eight days later than that brought by the usual conveyance, which reached London at the beginning of the month. The mail was brought to Suez by the Peninsular and Oriental Company's ship *Hindostan*, and arrived there on the 4th instant, having left Calcutta on the 8th, Madras on the 13th, Ceylon on the 18th, and Aden on the 28th ult. *Great Liverpool* brought the mail to Malta, and from thence it was forwarded to Marseilles by the *Acheron*.

It would have reached London sooner, had it not been for the bad state of the roads in France, from the snow. The intelligence by this mail, although somewhat scanty, is important."

Thus, a regular mail service was established by the overland route and letters handled by Lt. Waghorn's agency for transmission by this route were impressed

with various types of cachets on both westwards and eastwards mails, various types of which are illustrated on



(Courtesy: Robson Lowe)

pages 90 and 91 of Mr. Robson Lowe's book, 'Hand-struck Postage Stamps of the Empire'. The price of covers bearing these marks varies from £12 to £30, and I recommend my readers to obtain a copy of this invaluable book for further detailed information on the subject.

### The Tragic end of Lt. Waghorn.

Lt. Waghorn died at an early age of 47 in the prime of his life - old and weary by the hard and strenuous life he was forced to lead in his younger days - and of a broken heart. In acknowledgment of his invaluable services, he was given the rank of a *mere* Lieutenant in the Royal Navy, a grant of £1500 and an annuity of £200 each year from the British Government and by the East India Company. But his shattered constitution did not enable him to enjoy his well earned but meagre awards for long due to his untimely death. Before I close this chapter, I cannot constrain myself without publishing a warm tribute to the memory of this gallant man who did so much for his country and received so meagre a recognition

of his services that a well-known writer of that time was forced to set forth his views in the following forcible manner in 1850:

"During many years he sailed and travelled hundreds of thousands of miles between England and India, more particularly from the years 1827 to 1835, inclusive; passing up and down the Red Sea with mails, before the East India Company had any steam system on that sea. His services in Egypt are well known to all who dwell there, or have travelled in the country. For the information of such as may not have any personal knowledge of these things, we may mention a few of the most prominent. Lieutenant Waghorn and his partners, without any aid whatever, with the single exception of the Bombay Steam Committee, built the eight halting places on the Desert, between Cairo and Suez; also the three hotels established by them in which every comfort and even some luxuries were provided and stored for the passing traveller—among which should be mentioned iron tanks with good water, ranged in cellars beneath; and all this in a region which was previously a waste of arid sands and scorching gravel, beset with wandering robbers and their camels. These wandering robbers were converted into faithful guides, as they are now found to be by every traveller; and even ladies with their infants are enabled to cross and recross the Desert with as much security as if they were in Europe.

"And now comes the melancholy end of all these so arduous and important labours. Embarrassed in his own private circumstances from the expenditure of all his own funds, and large debts contracted besides, solely in effecting these public objects, he was compelled, after vainly endeavouring to extricate himself by establishing in London an office of agency for the Overland Route, to apply to the India House and the Government for assistance. His constitution was by this time broken up

by the sort of toil he had gone through in the last twenty years, and he merely asked to have his public debts paid, and enough allowed him as a pension to enable him to close his few remaining days in rest. *He was still in the prime of life; but prematurely old from his hard work.*

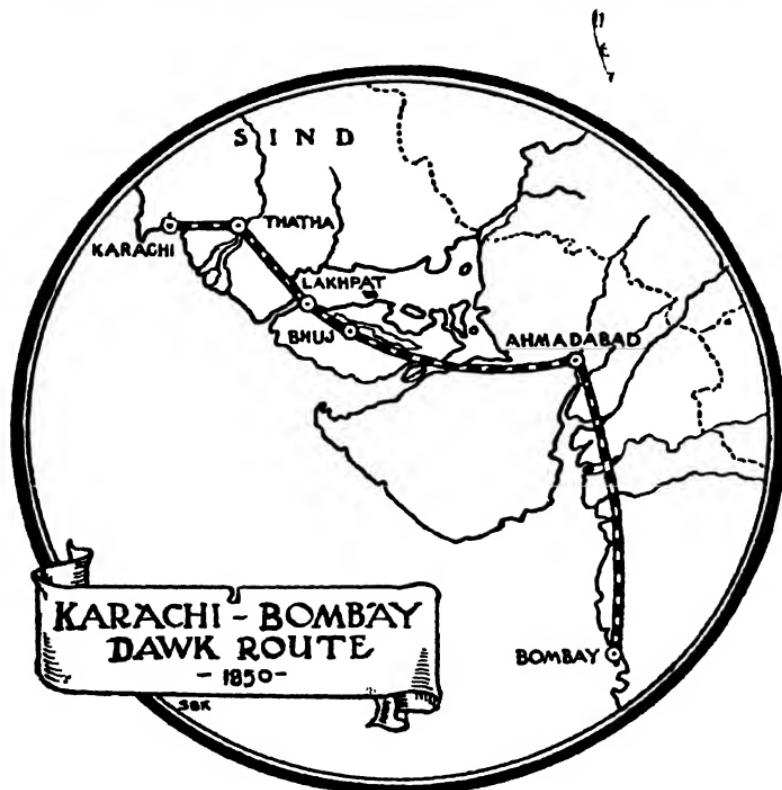
"In consequence of various memorials and petitions, the India House awarded Lieutenant Waghorn a pension of £ 200/- per annum; and the Government did the same. But they would not pay the debts he had contracted in their service. If he had made a bad bargain, he must abide by it and suffer for it. *Both pensions, therefore, were compromised to his creditors, and he remained without any adequate means of support.* His last memorial did not produce any effect; the debts and the harassing remained; and the pioneer of the Overland Route died very shortly afterwards, we cannot say of a broken heart, because his constitution had been previously shattered by his labours. Yet it looks sadly like this. He might have lived some years longer. He was only forty-seven. The pension awarded him by the India House, he had only possessed eighteen months; and the pension from Government had been yet more tardily bestowed, so that he only lived to receive the first quarter.

"At his death both pensions died with him, his widow being left to starve. The India House, however, have lately granted her a pension of fifty pounds; and the Government naively stating, as if in excuse for the extravagance, that it was in consequence of the 'eminent services' performed by her late husband, awarded her the sum of twenty-five pounds per annum. These twenty-five pounds having been the subject of many comments from the press, both of loud indignation and cutting ridicule, the Government made a second grant, with the statement that 'in consequence' of the extreme destitution of Mrs. Waghorn, a further sum was awarded of fifteen pounds more! This is the fact, and such are the terms of

the grant. Why, it reads like an act of clemency towards some criminal or other offender; 'You have been very wicked, you know; but as you are in extreme destitution, here are a few pounds more.' "

That was the wretched British way of appreciation of its countryman's services in which the pioneer of the 'overland route' lost his all—nay even his life! I cannot say more, as words are failing me.

## 1850 : THE KARACHI-BOMBAY DAWK ROUTE



(Courtesy : *Illustrated Weekly of India*)

The Karachi-Bombay mails were carried in 1850 by 'Kasids' or 'Postal-runners' by successive relays of 7 or 8 miles each and there were four important stages between the two destinations, viz, Thatha, Lakhpat, Bhuj and Ahmedabad.

## STAMPS OF INDIA

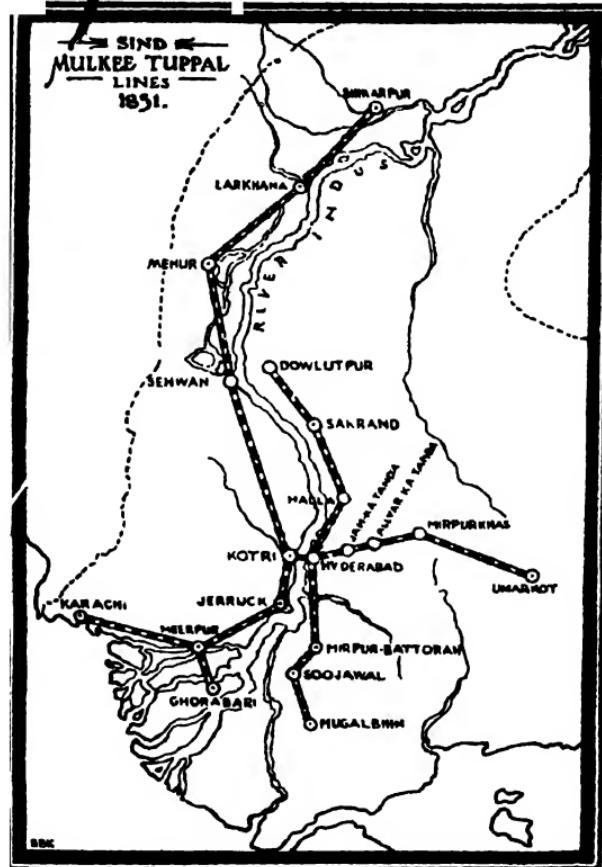
THE first stamps of India were issued under rather romantic circumstances, inasmuch as they were issued under the authority of a mere Provincial Commissioner instead of the highest authority of a Governor-General in India and that they first saw the light of the day in a small Province like Sind instead of in Calcutta, the then capital city of British territories in India. In 1850, there were four post offices in the Province of Sind, viz, Sukkur, Shikarpur, Hyderabad and Karachi, to collect the mails posted in the Province and forward the same to Bombay by a Kasid (mail runner by foot). The route from Karachi to Bombay had four important stages between the two destinations, to wit, Karachi-Thatha-Lakhpur-Bhuj-Ahmedabad-Bombay. Each route was divided up in small stages of 7 or 8 miles apart, which distance was run conveniently by the Kasid and the mail handed over to another waiting Kasid who in his turn would do the same till the whole route was covered by successive relays of these 'Postal runners' and the mails delivered in Bombay in about nine days' time. The contract for supplying these postal runners was given to the Jam of Jokhias, a tribal chieftain, by Sir Charles Napier, but owing to many frauds perpetrated both by the officials and the public - the former by conveying letters from others with their own which were allowed free under a special privilege and the latter by including several letters addressed to several people in only one letter, thereby paying charges for that only one - caused the postal system to be run in loss.

However, the province of Sind introduced some important postal reforms in 1851 by laying down important postal lines all over the province to connect the outlying districts with the headquarters. This reform was introduced solely for the purpose of improving official communications between the collectors of various districts as formerly serious delays were experienced by these officials in receiving important official communications and orders from the local Government. However, as the Bombay Government believed that the upkeep for such a network of postal communications would be very heavy to be borne by the Government itself, it requested Mr. Bartle Frere, the then Commissioner of Sind to popularise the postal system amongst the public of Sind. Mr. Frere who was a great admirer of Sir Rowland Hill's scheme of 'Penny Postage' considered the Bombay Government's suggestion as a God-sent opportunity to introduce a cheap postal rate in his Province. With the zeal of an ardent reformer, he immediately designed with the help of Mr. Edward Lees Coffey, the postmaster of Karachi, the 'first' postage stamps for India, now famous as the 'Scinde Dawk' stamps.

Up to date, it is not known where these first Indian stamps were printed and by whom. It is said that they were printed in London but no authentic confirmation has yet come forward from anyone in London. All official records on the subject were sent down from Karachi to Bombay, but they were all burnt down in a fire at the Postmaster-General's office at Bombay in the year 1869. The stamps were embossed and issued in red, white and blue. The design adopted was a circular belt with a buckle downwards with the words: "Scinde District Dawk" inscribed in a round circle and in the centre space, an embossed modified arrow of the East India Company. The stamps



## 1851 : SIND PROVINCE POSTAL LINES



(Courtesy: *Illustrated Weekly of India*)

The Provincial postal lines in Sind, started in 1851 by Sir Bartle Frere. It was over these lines that the Scinde Dawk stamps were used.

were first issued on 1 July 1852 and were withdrawn on 30 September 1854, the remainders being destroyed. They were only in use in the Province of Sind which had considerably improved communications and laid down various postal lines throughout the Province, as can be found from the map illustrated on the previous page.

The Scinde Dawk stamps have been extensively forged and many dangerous forgeries exist in all the three colours. Genuine copies in good condition are scarce, particularly the 'Red,' and they always command good prices.

The very successful experiment of using stamps in prepayment of postage in the Province of Sind brought the question of issuing stamps for the whole of India to the fore. The Indian Government approached the Court of Directors of the East India Company in the matter and desired that stamps should be printed in England and sent



to India. But the request was turned down and it was suggested to get the stamps printed in India itself by the Stamp Office at Calcutta. The Indian Government in consequence consulted early in 1853, Colonel Forbes, the Superintendent of the Mint at Calcutta, for manufacturing stamps on their behalf. Colonel Forbes very soon produced a design, "a Lion and Palm tree" which design also appeared on the gold mohur (sovereign) of 1847, and made various experiments to multiply the dies from the original matrix, but found that it would take several months to produce the finish products. Further, there being only one single press in the Stamp office (which was sent from England for stamping fiscal papers), Colonel Forbes felt that the work of production would be further delayed. He therefore believed that at least a year would expire before he could secure two or three new presses for printing work and at least a year more to prepare a sufficient reserve stock of stamps

to be in the hands of the Government to at least last for a year before they could be officially issued to the public.

However, the increasing postal needs of the East India Company demanded an early all India Postal reform, which could not be satisfactorily introduced and carried out without the prepayment of postage by means of stamps. Therefore, on receipt of the very unfavourable report of Colonel Forbes, the Government consulted Capt. H. L. Thuillier, Deputy Surveyor-General in charge of the Lithographic Department of the Survey Office in Calcutta. It was proposed to issue four denominations, viz., half, one, four and eight annas, and the design selected was the head of the Queen; it is believed that these designs were prepared by a Mr. H. M. Smith of the Lithographic department. At that time there was a large stock of medium wove paper available in Calcutta, which had a watermark of the "arms of the East India Company" and sent from England for fiscal purposes. This paper was used for printing all the four values of half, one, two and four annas. Capt. Thuillier took up the work of preparing the required dies immediately into his hands and rough designs were soon prepared on transfer papers. These rough designs were submitted by him to the authorities for approval on 22 February 1854. The half and one anna designs were considerably altered before final approval, whereas the eight annas value was never issued.

As soon as the designs were approved, Capt. Thuillier began experiments for printing them but owing to climatic conditions he experienced serious difficulties, particularly as defects rapidly developed in the stones themselves. Therefore, once again representations were made to the Court of Directors in London to get the stamps printed or in the alternative to send steel plates, water-marked papers and the



required machinery from England. The Court of Directors were adamant and determined that the stamps for India must be printed in India and consequently Capt. Thuillier had to continue with his experiments of producing stamps at his office. This official's zeal and devoted attention to his work borne fruits after some time and he was finally successful in printing three hundred treble sheets or nine hundred single sheets in English vermillion colour of the half anna value. As under Government instructions the distant post offices were to be supplied first with the new stamps as soon as printed, the whole lot of 900 sheets of the half anna red, now famous as "with 9½ arches" was sent to Bombay by a steamer on 5 April 1854. There were 120 stamps to a sheet, 12 rows of 10 stamps each.

By this time, the supply of English vermillion colour was entirely exhausted and so Capt. Thuillier began experiments for the use of a similar colour obtained locally but the results proved disastrous. As he did not succeed with this colour, Capt. Thuillier continued experiments with ordinary printing ink and with refined indigo and obtained very satisfactory results. After these successful experiments with new colours, it was also decided to have a new engraving on a copper plate of the die to ensure a permanent design. With this view, the work was entrusted to an Indian artist, Numerodeen who produced the die in a similar design as the first; *yet it considerably differed in details*. Therefore, as soon as it was finally found that the half anna design was to be altered, a telegram was sent to Bombay not to issue the supply sent of the half anna red with 9½ arches, which were eventually destroyed.

After successful transfers were made from the copper plate prepared by Numerodeen, lithographic stones were prepared and impression taken for submission to Government for approval, and as soon as they were approved,

Capt. Thuillier began the work of printing them in blue.



By 11 May 1854, he had ready 1,250,000 stamps of half anna and actually delivered to the Stamp office in Calcutta, a large quantity of 23 million by 14 July 1854. Yet no stamps were issued to the public until 15 September at Madras and 20 September at Calcutta. They were on sale in Bombay by November 1854. Even after this,

further production of half anna stamps was continued and large supplies delivered to the Stamp Office at Calcutta till November 1855.

Having satisfied the Government demand of supplying 30 million half anna stamps, Capt. Thuillier began his experiments for the issue of one anna value. To have a distinct change of colour from the half anna blue, Capt. Thuillier again began experiments with the vermillion ink and successfully overcame all the difficulties of printing this time. In fact, by 11 August 1854 he was able to print off over 2½ million of one anna value in vermillion colour. The design for this value was also engraved by Numerodeen. Large supplies of 1 anna value were made over to the Stamp office, Calcutta, again upto November 1855.



While the one anna stamps were under print, Capt. Thuillier prepared two designs for two annas stamp, but as his own department was already too much taxed with the heavy work of producing the first two values, the printing work of the new 2 annas stamp was entrusted to Mr. R. H. Snell, the

Superintendent of Stamps. For this work, a die was prepared at the Mint by Colonel Forbes and subsequently a plate containing 80 stamps in ten rows of eight was prepared and impressions taken in green. The full printing was completed by 3 October 1854 and stamps were put on sale on 3 November at Madras and on 25 November at Bombay. A few years back this value had given a pleasant shock to many specialised collectors of Indian stamps, when Mr. C. D. Desai, F. R. P. S., L. made a startling discovery that the two annas value was printed on a "different water-marked" paper.

In the meanwhile, Capt. Thuillier again began work in July 1854 on preparing designs for the four annas value



and by August the Indian artist Numerodeen was able to prepare a copper plate. Instructions were immediately issued to prepare the stones, as a great need was felt for a stamp of a higher denomination, the postage rate for England being one rupee and four annas for about one ounce letter.

Owing to the urgency of the demand for 4 annas value, the printing work was taken into hand immediately, though the stamp being in two colours required two different stones and a great care in printing it with accuracy. The stamps were printed only 12 on a sheet and by 28 October 1854, Capt. Thuillier was able to deliver over two hundred thousand stamps, and under instructions, the stones were cleaned off. However by December of the same year, all the 4 annas stamps were used up and on receipt of an order for further supply, new stones were prepared and a large supply delivered. This value was released for sale, first at Calcutta on 15 October and at Madras and Bombay on 10 and 23 November respectively. In the next year by March, a further supply was required and over 11,000

sheets were printed and supplied. As the demand for the 4 annas stamp was continuously increasing, Capt. Thuillier decided to print the further supplies in sheets of 24 stamps each instead of the 12 as printed hitherto. The size of the sheet was the same but stamps were printed much closer together and the wavy lines between stamps omitted. These large new supplies of the rearranged sheets were made between the months of April and November 1855 and once again the stones were cleaned off. The new arrangement of having 24 stamps to a sheet was not found satisfactory as the spacing of the stamps caused the corner stamps to escape the water-mark on the paper completely. To obviate this difficulty, a new arrangement for spacing them was made and the stamps brought much closer together, viz, leaving a space of only  $2\frac{1}{2}$  mm. horizontally and 2 mm. vertically between each stamp against the space of 6 mm. between each stamp in the second arrangement.

The four annas value has the unique distinction of creating the first Indian error, viz, the head inverted, which is priced by Gibbons at £ 250/-.

Though all the four values were issued imperforate, examples of all these values are found with serrated perforations and the two annas value with pin-perforations, also unofficial. The new stamps printed by Messrs. De La Rue & Co. arrived in India in November 1855 but it was not before 1858 that the locally printed stamps were called in and destroyed. To the Indian philatelists, the name of Capt. Thuillier, afterwards General Sir Henry Edward Landor Thuillier, C. S. I., will always be remembered with love and admiration for the indefatigable work done by him on producing the early stamps of India.

### Different Dies

There are three dies each in the 1854 imperforates, half, one and four annas values and readers are

requested to refer for further particulars to the special handbooks published for the half anna and four annas values. Sufficient data and material is available for bringing out a similar work for the one anna value and I trust that the Executive Committee of the Philatelic Society of India will take some suitable steps to publish such a book at an early date.

### The De La Rue Printings

The first supply of Indian stamps printed by Messrs. De La Rue & Co. Ltd. arrived in India in November 1855.



The supply was comprised of the half, one, two, four and eight annas values. They were all printed on no watermark white wove paper, varying in thickness from very thin to medium. But the four annas and 8 annas values were also printed on a thick bluish glazed paper, (S. G. Nos. 35 and 36).

From the precedence given to these two values in the Gibbons' catalogue it would appear to a collector that these two values in bluish paper were printed first but it is not the case. The white and the bluish papers were in use at the same time and this is proved by the first sheets preserved in the collection at Somerset House, where the 8 annas sheet was on the bluish glazed paper while the 4 annas sheet was on the white paper.

In this no watermark series the 2 annas value had a very checkered career from the very beginning. It was first printed in dark green but the supply sent to India was in pale yellow-green, which was naturally found to be difficult to distinguish from the blue of the half anna value in a candle light in India. This cause made the India Government to request the printers to select a new colour for the 2 annas value and consequently the two annas green was never issued to the public. Yet it is found

passed through the post and some are found with trial cancellations. The next colour selected for the 2 annas value was 'dull-pink' (S.G. No. 41) and this too was found difficult to be distinguished from the 8 annas value in rose colour in an artificial light. This again necessitated a change in colour to buff and then once again to yellow, the last colour being found in various shades including orange (S. G. Nos. 42, 43 and 44).

The four annas black has the distinction of being found on both white and bluish paper, the latter being found on papers from slightly blued to the highly glazed thick bluish paper. However, this value was forged and the difficulty experienced in finding out lightly used copies obliterated with a black postmark led the authorities to change its colour to green.

The eight annas value is also found on both white and bluish papers, and is found in several shades from pale to very deep carmine.

Before August 1855, soldiers' letters from India to Great Britain and British colonies were carried free but this privilege was withdrawn on 18 August 1855 and a charge of nine pices per letter—if paid in cash—was levied or a stamp of 8 pies was to be affixed on each letter. This change brought about the issue of a special 8 pies stamp in a new die, inasmuch as the diadem of the Crown was entirely changed to that of other stamps already issued. This value is found on white as well as bluish unwatermarked papers and it was printed in purple as well as mauve colours (S. G. Nos. 51–53).

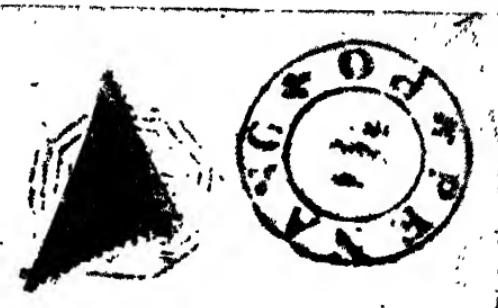
With the exception of 4 annas green and 8 annas carmine all the values have been found imperforate. They are also found used "bisected", the values being the 4 annas and 8 annas on bluish paper, and the eight pies,



## EAST INDIA "IMPERFORATES"



## EAST INDIA "BISECTED"

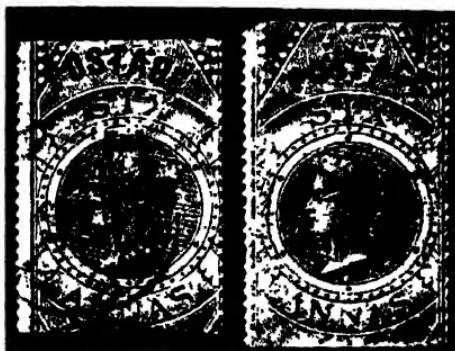


(Courtesy : Robson Lowe)

1 anna and 4 annas black on white paper. The "bisected" stamps have been found on covers emanating from Singapore and though official orders sanctioning their use are not found, yet they have been officially used in prepayment of postage and it is surmised that they may be "bisected" for use when some values may have run short at the Indian Post Office in Singapore. The "bisected" eight pies was used to make up the postage rate of 13 as. 4 ps. between Singapore and United States.

In January 1866, the East India Company issues appeared on a paper, watermarked "Elephant's head". The values and colours were the same. In this group (S. G. Nos. 54-65) the 4 annas and 8 annas values are scarce, particularly the latter value which is seldom found in superb used condition. The eight pies value is also found surcharged 'NINE' in red and 'NINE PIE' both in red and black but these are unofficial and might be due to the eight pies stamps being sold at that time for nine pies. Only two values in this group are known imperforate, viz., half anna and two annas.

#### Six Annas Provisional.



On 15 July 1863, the postage rate for a letter weighing half ounce from India to England via Marseilles was fixed

at 6 annas 8 pies and as such, an order for a new value of this denomination was placed in England. As the stock of two annas value at Calcutta ran low in May 1866, it was decided to overprint the 'Six Annas Foreign Bill' stamp with the word 'Postage,' which was done at Calcutta. The overprint 'Postage' was printed in a curved line in 'green' and the upper and lower portions of the stamps, bearing the inscriptions 'Foreign' and 'Bill' respectively were cut off. There are two types of overprints, the tall and small letters, measuring 3 mm. and 2 mm. Sometimes green horizontal lines are found on top of the overprint on used copies, but these lines were printed to mark the portions to be cut off. There is a variety (S. G. No. 67) of overprint 'inverted' found in the overprint measuring 3 mm. It is extremely scarce and is catalogued by Gibbons at £125.

### New Values.

In 1866, the design of the four annas value was altered and a complete new die was prepared, which was again retouched in 1877, creating Dies I and II (S. G. Nos. 69-70, 71) the latter die being easily recognised by the 'rounded chin.'

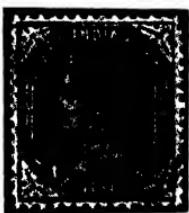


the new stamp appeared only in January 1868, (S. G. Nos. 73-74). In the new design the crown is completely changed and the letters of the inscription are little thicker.

The half anna value also underwent a slight change due to a retouch of the mouth which was made more open and a curved line added to make the nostril appear more distinct, which appear in the catalogue as S. G. Nos. 75-76.

Between 1866 and 1880, five entirely new values were added to the East India group, viz, 9 pies, 6 as, 6 as. 8 ps, 12 as. and 1 rupee. The first of these new values to be issued was 6 as. 8 ps. issued in May 1867 and discontinued on 1 April 1874, when the mail route via Marseilles was abandoned. The remainder of this value amounting to 13,464 sheets was destroyed. This value is also found 'imperforate'.

The nine pies value is found in two shades, bright and pale mauve (S. G. Nos. 77-78). This value was issued on 18 July 1874 and until its arrival, the postmasters were directed to sell the 8 pies value for 9 pies. This order may have made possible the 'NINE' or 'NINE PIE' surcharges found on the eight pies value.



The one rupee value, (S. G. No. 79) was issued in slate colour on 1 September 1874 and is comparatively more scarce than its catalogue value denotes. Used specimens in good condition are very hard to obtain, whereas mint copies are quite common.

The six annas value in two shades, olive-bistre and pale brown (S. G. Nos. 80-81) was issued on 19 August 1876, of which the former shade is scarce. Very little use was made of this value by the public and as large stocks were available of this value, it was not issued in the next series with 'Star' water-mark.



The last value to be issued in the 'East India' group was 12 annas in venetian red, (S. G. No. 82). It is more scarce used than in mint condition.

The East India issues found surcharged with a crown and value in cents were issued in this manner for use in the Straits Settlements.



### 1882-88 Series : Watermarked Star

In the 1882-88 series printed by Messrs. De La Rue & Co., there were made, five important changes viz (1) the words 'East India' were dropped and only the word 'India' appeared on the stamps; (2) the watermark was changed from the 'elephant's head' to a 'five-pointed star'; (3) the size of the stamps was increased from  $20\frac{1}{2}$  mm.  $\times$  18 mm. to  $22\frac{1}{2}$  mm.  $\times$   $18\frac{3}{4}$  mm.; (4) 3 new values were added to the series, to wit,  $1\frac{1}{2}$ , 3 and  $4\frac{1}{2}$  annas, and for the 12 annas value, a coloured paper was used. Besides these changes the colours also were changed. The half anna was issued

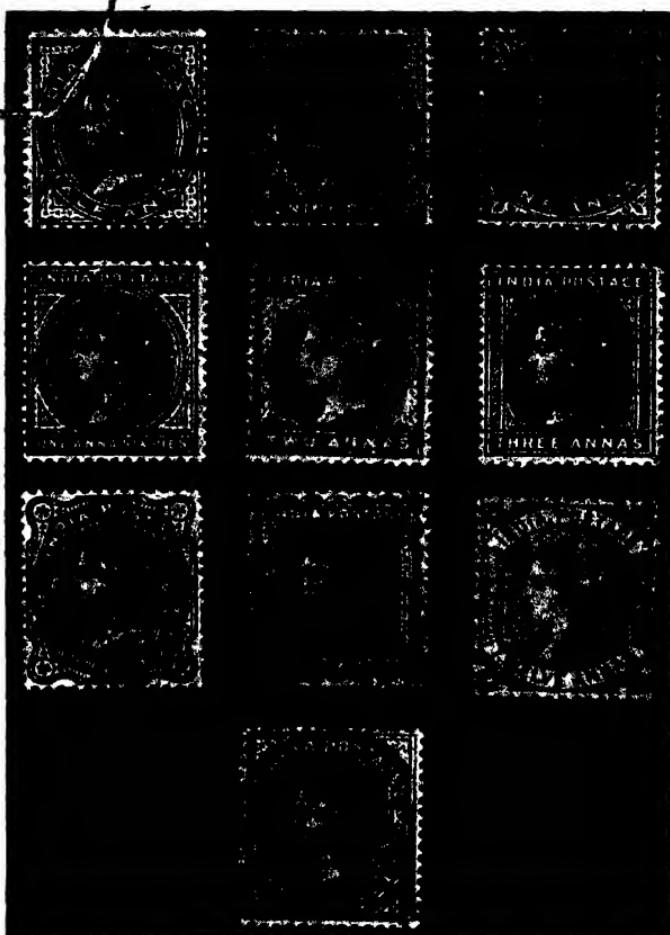


in green to deep blue green and it has the distinction of having a 'double impression' variety. The nine pies value was issued first in rose and then changed to aniline carmine, and was withdrawn from circulation in March 1896 when the postage rate for a soldier's letter was raised to 1 anna

from 9 pies. The 1 anna value first appeared in brown-purple followed by plum. A new value of  $1\frac{1}{2}$  annas was issued in sepia colour. The two annas value was also issued in two colours, deep blue and pale blue and this value was also found with a double impression at the Karachi post office. The



## 1882 : WATERMARK STAR SERIES



In 1882 the words "East India" were dropped and a new set of stamps with the words "India Postage" issued.

new three annas value also first appeared in orange and then changed to brown-orange. The four annas value was first issued in olive-green and then in slate-green. A new four and a half annas value was issued for payment of postage rate of  $4\frac{1}{2}$  annas from India to England and it appeared in yellow-green colour. It is a scarce value to obtain in good used condition though mint copies are common. The six annas value in ochre colour was prepared in a new design later adopted for King Edward VII series but never issued as there were large stocks available of the East India six annas value. The eight annas value was also issued in two colours, first in mauve to dull mauve and then in magenta. The twelve annas value was issued on a coloured paper, purple on red. The one rupee value retained its old colour, it being issued in slate. A clever forgery of this value was made and successfully used for a long time and fetches more value than the genuine stamp itself.

### Surcharged $2\frac{1}{2}$ Annas

On 1 January 1891, the postal rate for letters from India to England was reduced to  $2\frac{1}{2}$  annas from  $4\frac{1}{2}$  annas and consequently the  $4\frac{1}{2}$  annas stamp was surcharged  $2\frac{1}{2}$  As. The surcharge was made at Calcutta and there are several minor varieties in letters and figures.



The provisional  $2\frac{1}{2}$  As. on  $4\frac{1}{2}$  As. was superceded by a new  $2\frac{1}{2}$  annas stamp issued in yellow-green and pale blue green, whereas the forgery



made of the one rupee slate value necessitated the issue of this value in new colours, viz, green and rose and green and aniline carmine.



On 1 September 1895, high values of 2, 3 and 5 rupees were issued for the first time in India in two colours, viz, carmine and yellow-brown, brown and green and ultramarine and violet respectively, the first colours being for the centre. These stamps were of a larger size than the low values.

In 1898, the rate of postage for 'Registered' newspapers was reduced to quarter anna and this necessitated an urgent demand for a quarter anna value. To meet this urgent demand the current half anna value was surcharged  $\frac{1}{4}$  at the Government Press in Calcutta. There are two scarce varieties of this surcharged value, viz, "Surcharge double" and surcharge found on "stamp printed double". The variety  $\frac{1}{4}$  inverted is a forgery made at Calcutta.



This provisional stamp was superseded by a new stamp of 3 pies issued in carmine in 1899. The design selected was the portrait of the Queen as used for the three higher values.

### Colour Changes

In conformity with the colours adopted universally by the member countries of the Postal Union for the equivalents



of 5, 10 and 25 centimes, the colours of half, one and two annas six pies were changed. This necessitated a change in colour of 3 pies and two annas also and the values finally issued were as under :

3 pies changed from carmine to grey,
$\frac{1}{2}$ anna " " green to yellow green,
1 anna " " plum to carmine,
2 annas " " blue to mauve and
$2\frac{1}{2}$ annas " " yellow green to ultramarine.

### King Edward VII Series

A new set upto 25 rupees value was issued for King Edward VII series. The designs are the same as of the previous series except that the head of King Edward VII was substituted for that of Queen Victoria and a small crown added above the head of the King. The only new value added to this series was the six annas unadopted

design prepared for the Queen series. The colours used for the whole series are also more or less of the previous series except for three further higher denominations added to the set, viz, 10, 15 and 25 rupees which values were issued, (Rs. 10) in green and carmine and green and scarlet, (Rs. 15) in blue and olive-brown and (Rs. 25) in brownish orange and blue respectively.

Even in this series a short supply of 3 pies value created the necessity of surcharging half anna value with "1" for use as 3 pies value. There is a surcharge inverted variety which is catalogued at £8 for a used specimen.



Before 1906, there were separate 'revenue' stamps for half and one anna denominations, but as it was decided to have unified stamps for both the purposes viz, postal and fiscal, the half and one anna values were prepared in new designs with the words, "India Postage & Revenue" instead of "India Postage."



#### • King George V: 1911-22 Series

The King George V watermarked single star stamps were the last of the series of Indian stamps printed by Messrs. De La Rue & Co. In this King George V set, a  $1\frac{1}{2}$  annas new value was again added, which value was dropped out in King Edward VII set. Almost all values up to 1 rupee in this set abound in various different shades, whereas the one and a half anna design was first issued as "1 $\frac{1}{2}$ A." which was afterwards duly corrected to "1 $\frac{1}{2}$  As." The  $2\frac{1}{2}$  annas value was issued in two separate designs (S. G. Nos. 170-171).

In this set, a minor variety exists in the 3 pies value, viz, a line joining the letters 'P' and 'S' making them read like 'Rs.' Also, the half anna value is found with a "Double Print," which is catalogued at £8.



In 1921, the increase in postal rates from half anna to nine pies brought about a provisional value of 9 pies

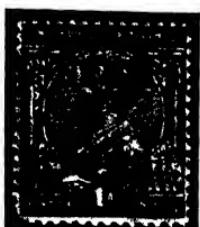
## THE THREE PIES VARIETY



In the three pies value of K. G. V De La Rue series, a minor variety has been created by a line joining the letters 'P' and 'S', making them read like 3 Rs.



1/2 "Inverted" : S. G. 195a



surcharged on 1 anna value. Interesting errors of surcharge were found existing in complete sheets, viz, the surcharge reading 'NINE NINE' and 'PIES PIES' instead of 'NINE PIES' and they were found four each in a complete sheet. Also, the surcharge is found 'double' as well as 'inverted' though the last error is not given a catalogue status. It was formerly catalogued as S. G. No. 192d, but subsequently removed. A complete sheet of this 'inverted' surcharge is in the possession of the author.

In 1922, the 3 pies value ran short as the same was extensively used on post cards which required an additional quarter anna stamp, the postage rate being raised to half anna for post cards instead of 3 pies as before. This necessitated the half anna value to be surcharged " $\frac{1}{4}$ " anna which is found also 'inverted'.

Forgeries of both the surcharges 'NINE PIES' and " $\frac{1}{4}$ " abound in the Indian market.

### Colour Changes

Between 1922 and 1926, four values underwent colour changes, viz, 1 anna from carmine to chocolate,  $1\frac{1}{2}$  annas from chocolate to rose-carmine,  $2\frac{1}{2}$  annas from ultramarine to orange and 3 annas from orange-brown to ultramarine.

After 1926, Messrs. De La Rue & Co. ceased printing stamps for India.

### New Nasik Printing

In 1926, for the second time after a period of over 70 years, Indian stamps were again printed in India by the Security Printing Press at Nasik. A special chapter is devoted to the subject of "Where Indian Stamps are printed" and readers will find full particulars in this chapter.

## NINE PIES "ERRORS"



"NINE NINE" and "PIES PIES" Errors



"Tete-Beche" Pair

The only change effected in the stamps printed in India was in the use of a different watermarked paper, viz, from 'single' star to 'multiple' stars watermark, and the six annas value was dropped out in the first series. Both the 1 anna and 2 annas values exist "Tête-Bêche" in pairs and are quite common. The 2 annas and four annas values were slightly changed in designs. viz, the words 'India Postage' were changed to 'India Postage and Revenue'. The 15 rupees is the only value found scarce in used condition in this set of otherwise quite common stamps.

### Air Mail Stamps

India was the first British Empire country to issue a special official set of air mail stamps of six values, viz., 2,



3, 4, 6, 8 and 12 annas (S. G. Nos. 220-225). Though Stanley Gibbons' catalogue does not chronicle shades for any of the six values, yet all of them exist in distinct different shades, par-

ticularly the 3, 4 and 6 annas which values have as many as 3 to 4 different shades. The eight annas value also exists with a minor plate variety, viz, the 'top' of a tree missing. This variety exists in one stamp in a sheet. The stamps were discontinued after the existing stocks were finished and no new printings were made. The two annas value is still available at many of the leading post offices in India as very large quantities of this value were printed, the value being used in payment of the inland air mail postage rate.

### Delhi Inauguration Set

To commemorate the inauguration of New Delhi – the capital of the Government of India – on 9 February 1931,



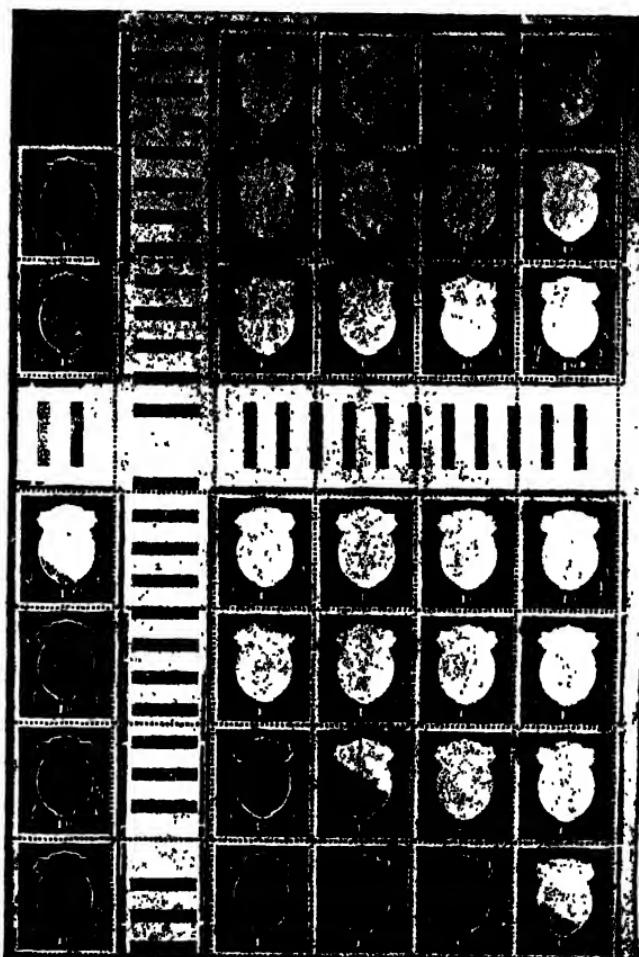
which is found scarce in either mint or used condition. All the lower values are found with distinct centre 'double' varieties.

In 1932, there were several changes. The Government of India once again issued separate stamps for fiscal purposes and as such, the four values of  $\frac{1}{2}$ , 1 and 2 annas were again changed in design from 'India Postage and Revenue' to 'India Postage'. Also, three entirely new values, viz, 9 pies,  $1\frac{1}{2}$  annas and  $3\frac{1}{2}$  annas were issued, whereas the stock of 6 annas value of the single star watermark having been used up, this value was reissued on the new watermarked paper. The 9 pies value has been printed both by offset lithography and typography. The 2 annas value has two dies, the large and small, and the easiest way to distinguish these two dies is to check up the lines on the forehead. In the large die there are three horizontal lines on the King's forehead, whereas in the small die, these lines are two only. Also, the stamp itself differs in measurements. The large die measures  $19 \times 22.6$  mm. and the small die  $18.4 \times 21.9$  mm.

### Silver Jubilee Set

With the other Dominions and Crown Colonies, India also participated in the Silver Jubilee celebrations of His Late Majesty King George V by issuing a special commemorative set of 7 values in pictorial designs, and the set ranks today as one of the most popular

a special pictorial set—the first of its kind in the monotonous Indian stamps with either Queen's or King's head—was issued. The values were  $\frac{1}{2}$ ,  $\frac{1}{2}$ , 1, 2, 3 annas and 1 rupee and the last value is the only one



(Courtesy : Charles Griffiths M.L.A.)  
An interesting block of K. G. V one rupee value with centre  
"missing" in some of the stamps.



sets with the India collectors. The half and one anna values exist with centre 'double', whereas in the 3½ annas value there is a minor variety of a 'bird' on a parapet.

With this set the King George V group closes.

### King George VI Stamps

For the first time, a permanent pictorial set of stamps was issued for India in King George VI series. The first four, low values upto 1 anna were in the King's Head type, followed by various pictorial designs showing the modes of the postal mail service in India on values from 2 annas to 12 annas, which are again followed by the usual rupees series upto 25 rupees. However, owing to War exigencies, the pictorial series was discontinued

for economic reasons of saving paper as much as possible and the whole set was again re-issued in entirely new designs in the King's Head type. Even the low values, for some reasons, were



changed in designs. In the first series, the 1 anna 3 pies value was omitted as the postage rate was again reduced to 1 anna, and the 1½ annas value entirely omitted. But with the increase in postal rate to 1 anna 3 pies, a new stamp of this denomination was issued, which was



later supplemented by a  $1\frac{1}{2}$  annas stamp when the postage rate was still further increased to this amount.



Also, a special 14 annas stamp was issued to meet the air mail rate between England and India, which stamp was also used for sometime in prepayment of postage for air-graph letters and subsequently discontinued when the rate of postage for air-graph letters was reduced to 8 annas. The only scarce values in the K. G. VI

series, as at present experienced by the stamp trade in India, are the 14 annas and 15 rupees in the higher denomination.

As the book is going to press a communiqué has been received from the Director-General of Indian Posts and Telegraphs to the effect that a new  $\frac{1}{2}$  anna stamp in mauve colour has been issued superceding the previous  $\frac{1}{2}$  anna red brown.

### Official Stamps

To distinguish official correspondence and to maintain simplified accounts, the Government of India, in the year 1865, decided to have a separate set of stamps for prepayment of postage on official letters. With this view, it was decided to overprint the ordinary Indian stamps with the word "Service." The printing work was entrusted to the Military Orphanage Press at Calcutta, but it was found that this further extra printing process was made difficult by the stamps being already gummed. Therefore, though as a temporary expedient a small quantity was ordered to be printed in India, an order for supplying the half, one, two and four annas "Service" stamps was placed with Messrs. De La



Rue & Co. in November 1865. In India, an initial order for 9,400 sheets comprising of the above mentioned values was placed, which was supplemented by a further order on 13 March 1866, but this time the order included the 8 annas value as well. The stamps overprinted were of the no watermark (½, 1 and 8 annas) and watermarked elephant's head (½, 1, 2 and 4 annas) series and they were first issued on 1 August 1866. With the usage of these stamps, further printings were made again in August 1866. The eight annas value was Die I, whereas the four annas value was S. G. Nos. 64 and 69.

There are many minor type varieties in this overprint, besides the following six prominent varieties: (1) Wide and more open 'S'; (2) Narrow and more open 'S'; (3) Raised stop after 'Service'; (4) Large diamond-shaped stop after 'Service'; (5) No dot on 'i' and (6) No stop after 'Service', the last two varieties having occurred in a later printing in 1872. The half, two and four annas values are known to exist with overprint 'inverted', whereas Gibbons chronicles the two annas value as found imperforate.

In 1872, the stock of half and one anna values of official stamps supplied by Messrs. De La Rue & Co. was completely exhausted before a further supply on order had arrived from England. Besides this deficiency in stock, the Superintendent of Stamps, Bombay, also required a further supply of half anna value as well as 500 sheets of 8 pies official stamp which value was not overprinted before for official use. Therefore, once again a further local printing was made in India of 5,000 sheets each of half and one anna values and 500 sheets of the eight pies value (watermarked elephant's head).

Reprints of the overprint were made but they were all in a different setting and the 8 pies reprint is only found on no watermarked paper.

To collectors, these official stamps are known as belonging to the "Small Service" group.

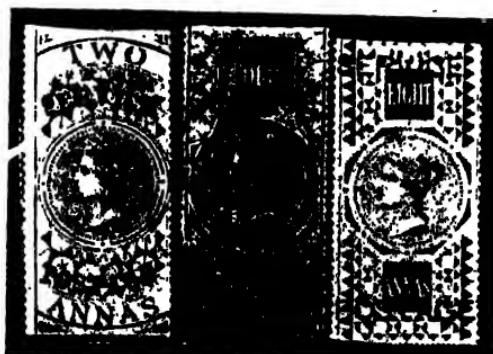
### Fiscal Provisionals

The demand for "Service" stamps was continuously on an increase and it was soon found out that it would be



impossible to go on continue overprinting 'Service' locally on ordinary stamps as stock of these would in turn then run short. Therefore, guided by a previous experiment of having overprinted 'Foreign Bill' stamps for postal use, a similar provisional was created by overprinting in black "SERVICE" on top and "TWO ANNAS" at the bottom

on a two rupees stamp of the 'Foreign Bill' and cutting off as last time, the upper and lower portions of the stamps with the words reading "Foreign" and "Bill" respectively. Two black lines are found overprinted sometimes, which were printed to show where these two portions were to be cut off. The printing was done at Calcutta.



Even this provisional stamp could not meet the full demand and so the half anna "Receipt" stamp and three

values of the "Foreign Bill" stamps, viz, 2, 4 and 8 annas were overprinted in green with the words "Service" and "Postage". This time the printing was done at Madras where these stamps were required urgently. In this case, the words of value were not overprinted as the original portions showing values were not cut off as in the previous cases. The half anna value is found with a "double" overprint and it is catalogued at £22.

Reprints or so-called official imitations were made of these values in 1884 and 1885, but the surcharge differs entirely in the spacing of the words, etc. and the paper also differs. The half anna reprint can be distinguished by a full stop after the word "Postage", which does not appear in the original.

### Large Service

The first supply of official stamps overprinted by Messrs. De La Rue & Co., arrived in India on 29 July 1866



and the denominations received were  $\frac{1}{2}$ , 1, 2 and 4 annas of watermarked elephant's head series. The overprint was made in black and the word "Service" measured  $15\frac{3}{4}$  mm. in length, which has made the collectors place these stamps in the "large service" group. The half anna value exists both in Dies I and II, the latter being very scarce and priced at twenty times more for a used copy than of Die I. The four annas overprinted value was in new design Die I (S. G. Nos. 69-70), whereas the 8 annas value was overprinted on Die II only. The 8 pies was not issued or overprinted at any time by Messrs. De La Rue & Co., but 196 sheets of 6 annas 8 pies value were overprinted and received in Bombay but never issued. According to official records the whole stock of this value was destroyed but still it is available in the mysterious way as so many others have appeared in the market from time to time !

**On  
The H. S. Series  
M.**

As it was believed that the single line overprint "Service" could be cleaned off (!), a new overprint reading <sup>On</sup> H. S. in three lines was made by Messrs. <sup>M.</sup>

De La Rue & Co. The values thus overprinted were  $\frac{1}{2}$ , 1, 2, 4 and 8 annas, the 4 annas being S. G. No. 69 and 8 annas S. G. No. 73. Though the overprint was made in black ink, the half and one anna values are found in a clear blue black ink, examples of which are scarce, particularly of the one anna value.



**India Postage: Watermarked Star Series**

A similar overprint as on the last series but with the lettering more spread out was made on the stamps of Queen India Postage, watermarked star series. All the values of this series were not overprinted but only the 3 pies,  $\frac{1}{2}$ , 1, 2, 4 and 8 annas and 1 rupee were overprinted. The half and one anna values both exist with a "double" overprint, whereas the overprint exists "inverted" also on the one anna value. The overprint on most of the values appear in thin and thick types, but this is due to the long wear of types used.

Three values of the new colour changes in conformity with the Postal Union requirements were also overprinted similarly, viz.,  $\frac{1}{2}$  anna yellow green, 1 anna carmine and 2 annas mauve. The overprint is found both "double" and "inverted" on the 1 anna value.

Similarly the stamps of King Edward VII series were also overprinted, the values overprinted being 3 pies,  $\frac{1}{2}$ , 1, 2, 4, 6 and 8 annas and 1 rupee. The changed values of  $\frac{1}{2}$  and 1 anna "Postage & Revenue" stamps were also similarly overprinted.

The high values of 2, 5, 10, 15 and 25 rupees were in the same way overprinted in 1909, but the letterings of the overprint were still spread over.

### King George V Series



With the issue of K. G. V series, the overprint was again changed to one word "SERVICE" in one line, the word "Service" measuring 14 mm. on low values and  $21\frac{1}{2}$  mm. on rupee values. The denominations overprinted were 3 pies,  $\frac{1}{2}$ , 1, 2, 4, 6 and 8 annas and 1, 2, 5, 10, 15 and 25 rupees. The one anna value exists with a "double" overprint and is priced at £12 for a used copy.

### 1921 Nine Pies Provisional

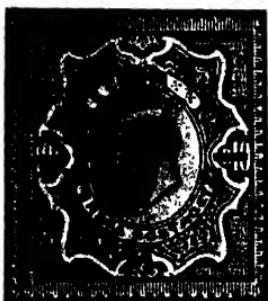
In 1921, the increased postal rate had caused a provisional to be printed by surcharging "NINE PIES" on 1 anna and so the 1 anna value already overprinted "service" was further overprinted with the words "NINE PIES". In 1922, the new colour change 1 anna chocolate was also overprinted with the word "Service".



### High Value Provisionals

In 1925, the Government of India decided to discontinue issuing the 'Service' denominations of 15 and 25 rupees and therefore the then existing stock of these two values was overprinted with the words ONE RUPEE. Also, a surplus stock of the 10 rupees service stamp of King Edward VII series was overprinted with the words

'TWO RUPEES'. Two high values of K. G. V were also similarly overprinted, viz, 1 rupee on 15 and 25 rupees values.



But, there occurred an error of the K. G. V 10 rupees value being overprinted with the words 'TWO RUPEES' and this error is now catalogued at £25. There are many varieties existing of these overprints, which were formerly all listed in the Gibbons' catalogue but subsequently removed. All these varieties exist in genuine official types, but

it is said that the varieties were made unofficially by some people responsible in the printing of the provisionals.

### 1 Anna Provisionals

The 6 annas official stamp of King Edward VII series was overprinted "1 ANNA" in 1926. Similarly, large

quantities of King George V  $1\frac{1}{2}$  A,  $1\frac{1}{2}$  As. and  $2\frac{1}{2}$  annas were overprinted "Service One Anna" in two lines. There exists two varieties in the  $1\frac{1}{2}$  anna overprint, the overprint

"double" and the overprint "inverted". Also, there exists an error of one anna value overprinted one anna (!) having a catalogue status also.



### Nasik Printing

The new series of K. G. V stamps printed in India at the Security Press at Nasik was also overprinted "Service",

but the types of the overprint for both low and high values were changed. The overprint measures  $13\frac{1}{2}$  mm. on low values and  $19\frac{1}{2}$  mm. on rupee values. The values overprinted in Nasik series are 3 pies,  $\frac{1}{2}$ , 1, 2, 4, 8 and 12 annas and 1, 2 and 10 rupees only. The 1 anna value is found overprinted in two types, one with an overprint measuring  $13\frac{1}{2}$  mm. and the other 14 mm. long in the previous De La Rue type.

Between 1932-1936, further new values printed at Nasik appeared with the 'Service' overprint. They were the new types  $\frac{1}{2}$  and 1 anna, 9 pies,  $1\frac{1}{4}$  anna, 2 annas in both the types and in small die also,  $2\frac{1}{2}$ , 4 and 6 annas. With them ended the King George V official series.

### King George VI Series

Owing to the pictorial stamps in King George VI series, the overprint "Service" was printed in a few values only, viz,  $\frac{1}{2}$  anna, 9 pies, 1 anna and 1, 2, 5 and 10 rupees.



In 1939, the  $1\frac{1}{4}$  anna value of K. G. V series was surcharged "1 Anna" (S. G. No. 642) and an entirely new design was created for service stamps. This new design obviated the difficulty of overprinting the pictorial stamps with the word "Service" and so a permanent

new series of "Service" stamps was issued, comprising of the values, 3 pies,  $\frac{1}{2}$  anna, 9 pies, 1, 2,  $2\frac{1}{2}$ , 4 and 8 annas. Since then three new values in this series have been added, viz,  $1\frac{1}{4}$  annas,  $1\frac{1}{2}$  annas and  $\frac{1}{2}$  anna (in new colour) described in order of issue and with them ends the list of current "Service" stamps.



### C. E. F. (China Expeditionary Force) .



Indian stamps overprinted "C. E. F." were issued for use in China by the China Expeditionary Forces despatched from India for the relief of Peking Legations during the Boxer Rebellion in 1900. 18 Military Post Offices were opened in China, each one being given a number as under :—

F.P.O. 1	..	Peking (Legation Gate).
F.P.O. 2	..	Peking (Temple of Heaven).
F.P.O. 3	..	Tungchoo.
F.P.O. 4	..	Tientsin (Advance Base).
F.P.O. 5	..	Shanghai (Later at Club Rd., Tientsin)
F.P.O. 6	..	Shanghai.
F.P.O. 7	..	Peking (Tartar City).
F.P.O. 8	..	Shanghai.
F.P.O. 9	..	Yangtsun.
F.P.O. 10	..	Shanghai (Reserve).
F.P.O. 11	..	Sinho.
F.P.O. 12	..	Hoshnin.
F.P.O. 13	..	Liu-Kung-Tao.
F.P.O. 14	..	Shanghai Kwan.
F.P.O. 15	..	Shanghai Kwan.
F.P.O. 16	..	Chin-Wang-Tao.
F.P.O. 17	..	Wei-Hei-Wei.
F.P.O. 18	..	Tientsin.

In addition to these offices, there was an Indian Base Forwarding office at Hong Kong. In 1906, the main body of this Expeditionary Force was withdrawn from China and so only three post offices were left to operate for the convenience of the Indian troops stationed in

North China. These three post offices were F. P. O. Nos. 5, 14 and 15. From these three post offices, only F. P. O. No. 5 at Tientsin existed till September 1939, when the last of the Indian troops were withdrawn from Northern China on an agreement signed between Great Britain and Japan.

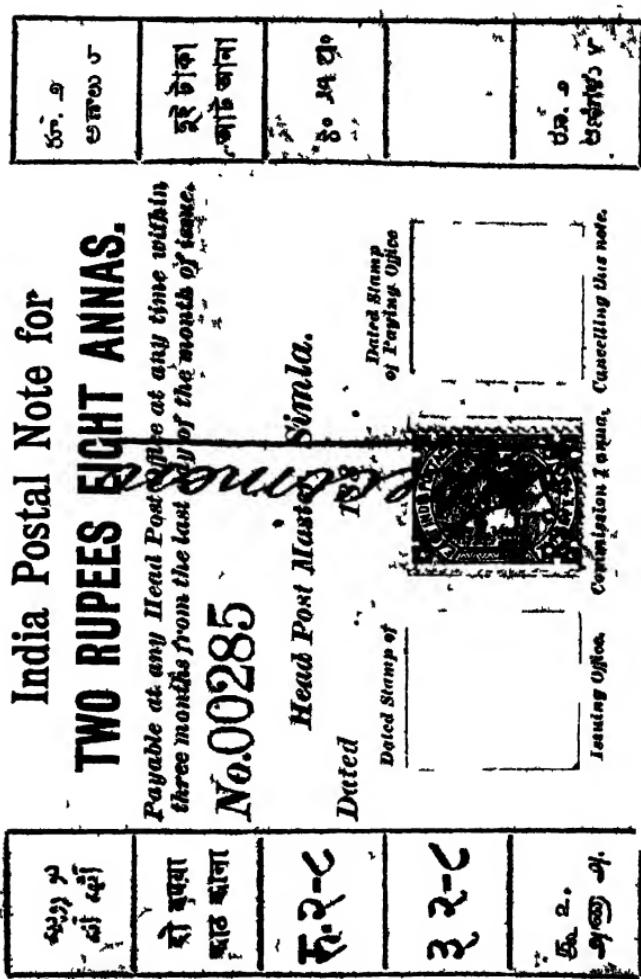
In the beginning of this Expedition, the Field Post Offices were supplied with ordinary Indian stamps but due to the difficulty in accounting, Queen stamps of 3 pies to 1 rupee were overprinted with the letters C. E. F. (China Expeditionary Force) at the Government of India Central Printing Office, Calcutta. Later on the Edwardian series were also similarly overprinted, which were followed by King George V watermarked single star series.

In the Queen issues the  $1\frac{1}{2}$  annas value which was supplied to the Field Post Offices was not used for some reasons and so the stock was returned to India without a single one being used. It is therefore listed by Gibbons as "Prepared for use but not issued." Also, there exists in the Government of India collection, the provisional  $2\frac{1}{2}$  annas on  $4\frac{1}{2}$  annas overprinted C. E. F. at the top. This is more or less an 'essay' as the stamp was never sent to China.

### I. E. F. ( Indian Expeditionary Force )

The Indian stamps overprinted "I. E. F." were issued for the use of Indian Expeditionary Forces stationed in the Middle East during the last World War of 1914-18 and these stamps were in use till 1922. Only King George V watermarked single star stamps from 3 pies to 1 rupee were overprinted. In most of the values there exists the variety "No stop" after letter 'E' or 'F'.





An Indian Postal Note

### Postal Service

Indian stamps of Queen Victoria and King Edward VII are found overprinted with the words "POSTAL SERVICE". They were printed in Calcutta and first issued in 1895 and were exclusively used by Post Offices. They indicated the amount of Customs duty to be collected by the Post Office on Foreign Inward Parcels brought to India by mail steamers.



The values overprinted were Queen  $\frac{1}{2}$  anna green, 1 anna plum, 2, 4 and 8 annas and 1, 2, 3 and 5 rupees. Also, a provisional stamp was created by overprinting 1 anna on 9 pies carmine stamp. In King Edward VII series only 1, 2, 4 and 8 annas and 1 rupee were issued.

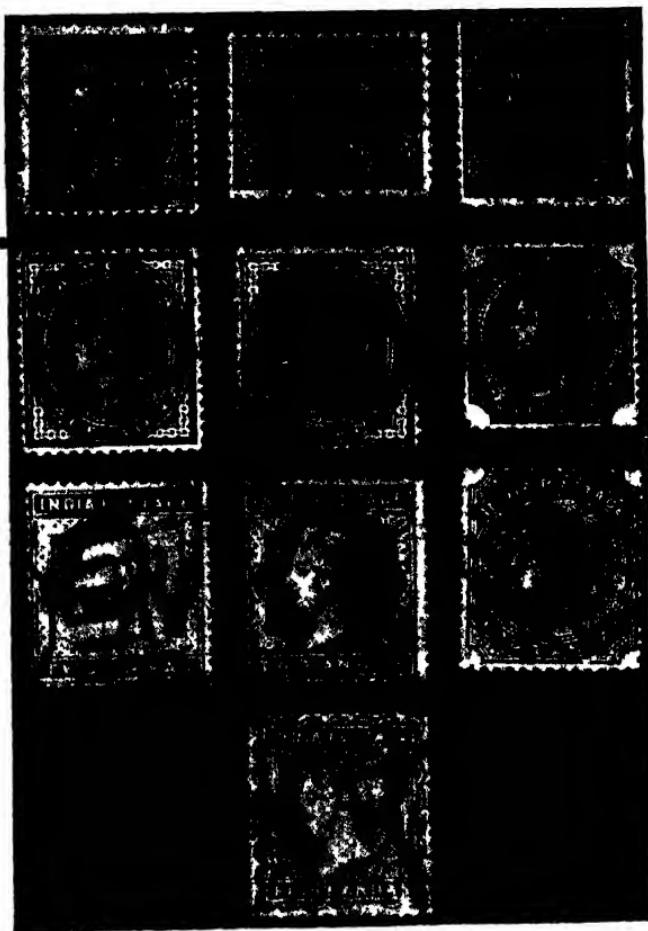
### I. P. N. : Indian Postal Notes

Collectors often come across Indian Queen stamps overprinted with letters P. N. This overprint was made at Calcutta when the Indian Postal Department issued "Indian Postal Notes" of the denominations of 8 annas, 1 rupee and  $2\frac{1}{2}$  rupees on 1 January 1883. The stamps overprinted were East India 8 annas and 1 rupee (S. G. Nos. 73 and 79) and the 12 annas value (S. G. No. 82) was further surcharged Rs 2, As 8. These Postal Notes were withdrawn from circulation in 1885.

### Postal Stationery

India provides an exceedingly large number of "Postal Stationery" in way of post cards, envelopes, registration covers, stamp-books, wrappers, etc. and to describe them individually would require a small volume in itself. As not even one per cent of collectors interested in Indian stamps collect these items, I do not consider it necessary

## LOCAL OVERPRINTS



Indian Queen issues are found with "Local overprints" of "C.W., E.I.R., Estate., L.F.S., etc etc

to describe them beyond recording their existence and stating that some of the items are very scarce.

### Local overprints

The Indian Queen issues abound with various local overprints, such as Bengal Secretariat, C. W. (Court of Wards), High Court, 'L. F. S' (Local Fund Service), L. M. ON MLS, Secretariat, etc., etc., but all of these have very little philatelic value except of some interest to Indian specialists, as most of these overprints were made for use of Government offices. It was forbidden to overprint any Indian stamps in like manner after 1905.

### Convention States' Overprints

Owing to postal conventions existing between the Government of India and the Indian States of Chamba, Gwalior, Jind, Nabha and Patiala, Indian stamps are supplied to these States after overprinting on the stamps the name of the respective State. There was one more State viz., Faridkot State which was supplied with similar stamps, but this State ceased to issue stamps after 31 March 1901. These stamps are mostly used for internal postal services in the States, but they have a franking value of carrying letters outside the State limits to any parts of British India. Under these conventions the Government of India supply these States on indent with current stamps of British India overprinted with the name of the indenting State and the State is only charged with the actual cost of printing these stamps. No profit at all is made on such transactions by the Government of India. Most of the States mentioned above were formerly issuing stamps upto the denominations of 1 rupee only, but since lately they have dropped this practice and are now issuing stamps upto the highest value of 25 rupees. There are many interesting errors existing in the early Queen issues which were overprinted

in Calcutta at the Government of India Central Printing Press. But now, the work is done at the Security Press, Nasik and the stamps have appeared with practically no errors in the recent years. These States' stamps in themselves form a separate group and they are generally known to collectors as Indian Convention States' stamps, and the stamps issued by other Indian States not mentioned above are classified by collectors under the name of Feudatory States' stamps. The latter stamps are entirely different in design from British Indian stamps. I have endeavoured to give in the third part of this book the prices prevailing in the Indian market for these Indian Convention States' stamps, but I have refrained from doing so for the stamps of Feudatory States as explained in the introduction to this book.

### Receipt Stamps

Very few collectors collect "Revenue" stamps as they have really no philatelic value or interest. However,



there are a few honourable exceptions among the old ones who still collect them and as there might be a few among them in India, I am giving here a brief outline of Indian "Revenue" stamps with two illustrations. The first "receipt" stamp was received in India on 14 June 1860 and it was the 1 anna value. It was printed on bluish watermarked "Crown" paper in dull lilac colour. This value was overprinted "HALF ANNA" reading upwards on the left and downwards on the right on 10 January 1861 and after 3 months a similar overprint appeared but with "HALF ANNA" reading downwards on the left and upwards on the right. The half anna stamps were discontinued in 1862 and the remaining stock was destroyed on 20 May 1863.

The "Receipt Bill" or "Draft" stamps were suppressed by an Act XVIII of 1869 and a new "Revenue" stamp was issued in the same colour and paper. This design was continued till 1903 when the stamps with King Edward VII's head appeared. In this new stamp a crown was added above the head and the words "Government of India" read from left to right by way of lower portion of the circular band.



With the Indian Postage stamps made available for both postage and revenue purposes by altering the designs to "Postage & Revenue", the special Revenue stamps ceased to be issued for sometime. They again appeared in the year 1932 and are now still continued.

#### Foreign Bills

The first "Foreign Bill" stamps were issued in Bombay on 4 January 1861 and the denominations issued were 4 annas, 1 rupee and 4 rupees.

They were embossed in a white design on a pink ground and the words "FOREIGN BILL" printed across in green block capitals. There is a large number of varieties including many provisionals and readers are requested to refer to the handbook "The Adhesive Fiscal and Telegraph Stamps of



British India" by Messrs. C. S. F. Crofton and Wilmot Corfield, for a detailed study.



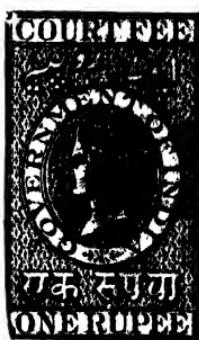
A "tête-bêche" pair of "Foreign Bill"



"Share Transfer Stamp"

### Miscellaneous

"COURT FEES", "CUSTOMS", "FORESTS,"  
 "HIGH COURT AND SMALL CAUSES COURT,"  
 "NOTARIAL," "PETITIONS," "SHARE TRANSFERS"



and "SPECIAL ADHESIVES" provide some of the most interesting and intricate problems and full information about them will be found in the above mentioned book.

## ESSAYS, PROOFS AND REPRINTS

“ESSAYS, Proofs and Reprints” of stamps of any country form an interesting group in themselves and early Indian trial impressions and designs are no exception. In fact, in many cases, “essays and proofs” have greater interest and often an increased value than the original stamps. But many of the readers would like to know what is an “Essay”? An ‘essay’ is a proposed design but *not adopted*, or if adopted, *not without some alterations* in the original design. In fact, they are more or less the designs submitted by artists for the approval of the officials of the stamp issuing country. Then what is a ‘Proof’? A ‘proof’ is a trial impression, either in black or in the colour of the approved design before it is finally printed and issued to the public in the form of a stamp. Generally, a proof impression differs from the actual stamp issued, for, either it is printed on different paper or in a different colour or it may be only in an imperforate condition. A ‘Reprint’ is a printing made from an original plate of the issued stamp after it has been demonetised.

Thus, to an advanced specialist, the essays, proofs and reprints are as important as the stamps of a country he collects. For, a specialised collection of a single country *must be* as complete as possible and the collection cannot be called complete without these three important groups. Just as a book cannot be called fully complete without a preface, a specialised collection of a country cannot be also called complete without its essays, proofs and reprints. Besides their historical value, essays and proofs always command a higher price than that of the issued stamps and this is due to their extreme scarcity. They are always issued in a very small number,

## INDIA'S FIRST ESSAY OF "LION AND PALM TREE"



A sheet of lithographed impressions taken from the engraved die.

for they are neither printed for speculative interests nor made to order for collectors. Thus, it is but natural that in a work like this, the early Indian "Essays and Proofs" should find a place and a special chapter devoted to these two worthies. The 'reprints' have only a nominal value, as in most cases they are issued in large numbers.

### The First Essay

The first Indian 'Essay' is the famous "Lion and Palm tree"  $\frac{1}{2}$  anna design, as described on page 26. It was prepared for the first Indian stamps but was abandoned under circumstances described on page 26. It was engraved on steel and impressions from the original die are known to exist on various papers. Some impressions were lithographed by means of transfers from the engraved die and they are found on medium yellowish wove paper.

### Half Anna

The half anna vermillion with  $9\frac{1}{2}$  arches is considered by some as an 'essay' as it was not officially issued and so I am including it in this list, besides the other half anna proofs which were prepared but issued only after some alterations, particularly in the Queen's head and with the ornaments in the upper corners as on the issued one anna stamp. The latter is found printed with the word 'specimen' on the back of the stamp or in some cases with a single letter of the word 'specimen' on each stamp.

### One Anna

The one anna essay exists in the interesting unissued design of the head of Queen Victoria with Gothic crown as well as in slightly differing impressions of the issued design, which are also found with the word 'specimen' overprinted on the back.

### Two Annas

The two annas 'essays' are very scarce and one of them is from the original design engraved by Numerodeen.



Some of the Indian "Essays, Proofs and Reprints."

The impressions for this essay were taken direct from the copper plate prepared by the Indian artist. Proof impressions of the engraved head in the issued design taken from an electrotype by hand pressure exist in various colours. These are without the outer frame lines.

### Four Annas

The four annas value provides the largest variety of proofs inasmuch as they were issued in "unissued" heads as well as in issued designs and in their various settings, viz, the wide, medium and close settings. Further, they were reprinted from the original plates of proofs and issued stamps between 1891 and 1894. In the impressions taken in March 1891, the head inverted variety appears in the last stamp of each sheet. Also, they appear with the word 'specimen' printed on the back of each stamp on some of the sheets. Lithographic reproduction with marginal inscriptions and corner ornaments of some of the settings of four annas were made in 1894 and complete sheets of these exist.

### Eight Annas

Essays of the unissued eight annas value are scarce.

For full information regarding these early Indian 'essays' and 'proofs' I would recommend the readers to refer to the Supplement No. 2 to the 'Postage & Telegraph stamps of British India' by Sir E. D. Bacon, C. V. O., as this work gives most exhaustive information regarding them.

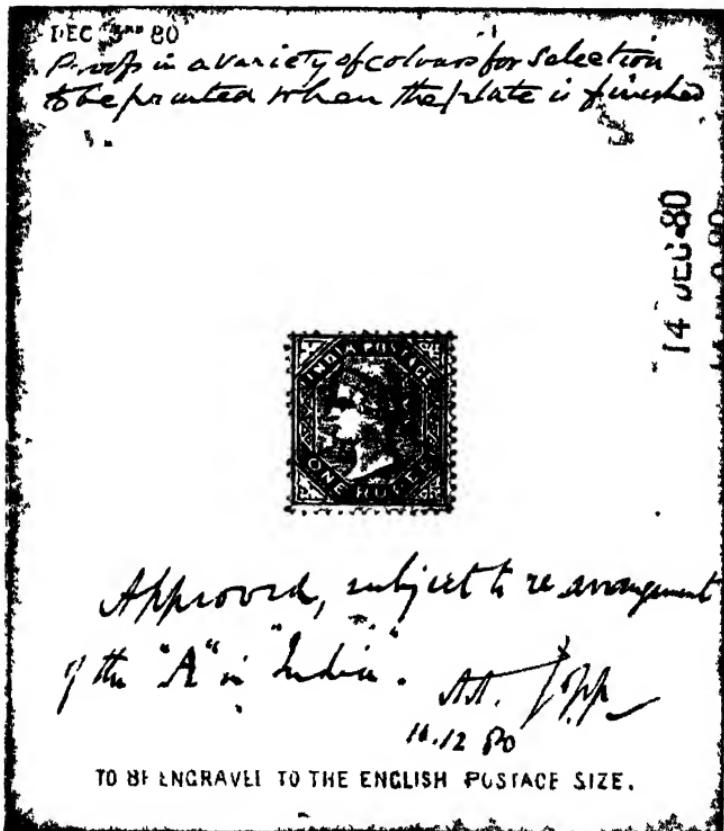
In this book on pages 71 and 72 I have illustrated two original artists' sketches kindly loaned by Mr. C. D. Desai, F. R. P. S. L., who has seven more of these interesting drawings in his Indian collection. Such rare items or proofs of later issues printed by Messrs. De La Rue & Co. rarely come on the market, though colour trials exist of various values.



Some of the Indian "Essays, Proofs and Reprints."

In the year 1925, before the stamps were printed in India, an experimental printing was made at old Delhi and about 250 sets of K.G.V stamps of 2 annas and 1 rupee denominations were printed for submission to members of the Central Legislature for their approval, but they were rejected. They were printed upon unwatermarked paper with white gum and perforated 14 all round.

Recently, there came in the market a large variety of essays of the high values official provisionals and they form a most interesting group inasmuch as nearly 25 different types of overprints were found in these essays.



(Courtesy C. D. Desai F. R. P. S. L.)

An original artist's essay made from the East India 1 rupee slate (S G No 79) for the new watermarked 'Star' series' 1 rupee value (S G No 101)

Proofs in a variety of colors for selection  
to be printed when the plate is made

ONE ANNA IN RUPEES

ONE ANNAM SIX PIES



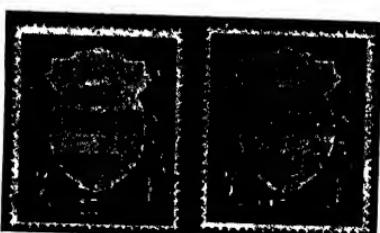
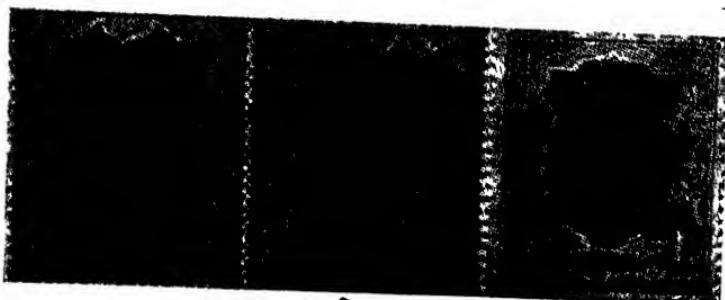
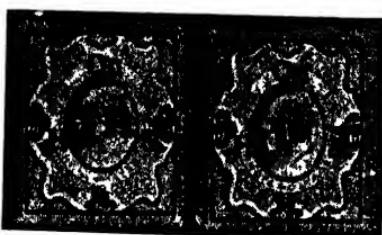
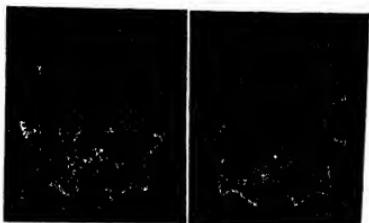
Approved for One Anna six pies -

A. S. Joffre  
10.12.80 A.

(Courtesy C D Desai, F R P S L)

An original artist's design submitted to Her Majesty Queen Victoria for her approval. The one anna six pies design was adopted from the design of two annas value already approved

## HIGH VALUES OFFICIAL PROVISIONALS



A few of the very interesting "essays" of high values official provisionals issued in 1925

## TELEGRAPH STAMPS OF INDIA

A LARGE majority of collectors do not bother about collecting "Telegraph" stamps of a country, particularly because many of the illustrated albums do not provide any space for these stamps. In fact, even the stamp catalogues ignore them, some totally and others partially. However, on the Continent most of the collectors have a soft corner in their hearts for the "Telegraph" stamps and these are fully described and priced in the popular Yvert catalogue.

India provides a very large number of telegraph stamps in various designs, many of which are very scarce and highly priced. Before the telegraph stamps were

issued, the charges for telegrams were paid in cash at the Post Office counter. From 1855-1859, fiscal stamped papers were used as telegraph forms,



the message being written on the paper below the stamp. Special telegraph stamps were first issued in 1860 and they are now famous as the "Electric" telegraphs. Only 3 values, 4 annas, 1 rupee and 4 rupees were issued and they are priced to-day at as much as 3,500, 7,500 and 12,500 Francs respectively in Yvert catalogue. They were printed by Messrs. De La Rue & Co. and are also known to exist imperforates, but *they are from proof sheets*. As the telegraph stamps were to be affixed on telegraph forms which were retained in the telegraph offices and eventually destroyed under official supervision, they could not come

into the hands of the public and thus they are very scarce to obtain. Yet, large quantities of these stamps have appeared from time to time in the Indian stamp market and only in June 1942 I have purchased a large lot of Indian telegraph stamps valued at over 200,000,000 Francs in Yvert 1939 catalogue.

In 1867, new stock from England was received with a new design, now famous as "double-headed" stamps and the denominations included were 4 annas, 8 annas and

1, 2½, 5, 10, 15 and 25 rupees, but the stamps were not issued before 1869. These stamps were continued to be used for nearly 25 years.



As in some places there were no telegraph offices, the messages were received at the nearest telegraph office and then conveyed by ordinary post, which service required a postal fee of 2 annas. As there was no telegraph stamp of this value, an indent was placed in England for it and the stamps were received in India by the autumn of 1869. By the end of 1869, two new high values were added to the series, viz, 14½ and 28½ rupees. These stamps were used on Foreign telegrams. In 1878, an order was placed for the one anna value to meet the demand created by the use of a single word tariff.

In 1882, there appeared the first telegraph provisionals. "Special Adhesive" stamps of 1, 2 and 4 annas values were overprinted with the word "TELEGRAPH" as stock of these values had completely run short by the end of 1881.



In 1890, to avoid any fraudulent use of the "Double-headed" stamps, a new design was made. In this design one of the Queen's head was replaced by value in numerals or the words "Govt. of India" in three lines. The anna and 1 rupee values have the numerals and the 2 rupees and higher denominations have the words "Govt. of India."

In 1899, another provisional, Rs. 2 on Rs.  $2\frac{1}{2}$ , appeared before a new 2 rupees value was issued. As the stock of this temporary provisional was almost exhausted by 8 February 1900 and the supply of the new 2 rupees value was not received from England, the "Foreign Bill" 2 rupees stamp was overprinted with the word "TELEGRAPH" vertically and 1,000 sheets of this value were overprinted in two batches of 500 sheets each. Whilst an order for the new 2 rupees value was placed with Messrs. De La Rue & Co. in England, they had at that time an indent for supplying 5,000 sheets of Rs.  $2\frac{1}{2}$  value, a part of which was already printed and ready for despatch. The Government of India asked the printers to stop further print-



ings of Rs.  $2\frac{1}{2}$  value and also requested them to overprint those already printed with the words "2 RUPEES".

This was the first occasion of Indian "Provisional" stamps prepared in England and they arrived in India in 1900.

### King Edward VII Stamps

With the accession of King Edward VII a new series of Indian Telegraph stamps was issued with the King's effigy. The design was the same as last, but with the effigy changed and the Imperial Crown included. The series contained same values except the Rs. 2½ value which was discontinued.



### Three more provisionals

Early in 1904, the three low values 1, 2 and 4 annas ran short, thus necessitating the issue of similar provisional values. The 1 anna value was prepared by overprinting

"Telegraph 1 ANNA" on a "Four Rupees Foreign Bill" stamp. The 2 and 4 annas values were created by overprinting 8 annas K. Ed. VII and 1 rupee Queen issue respectively, which were then current. These surcharges were made at Calcutta.

### Official Stamps

In 1913, five values of King Edward VII series, viz, 2, 5, 10, 25 and 50 rupees were overprinted <sup>HO</sup>MS for official use. They are very scarce and highly catalogued.

No further separate telegraph stamps were issued after this series, as current Indian stamps are now used in prepayment of telegraphic charges.



## FORGERIES OF INDIAN STAMPS

THE early issues of India abound with many forgeries, forged postmarks, etc. Even the later issues have not escaped the attention of the artists who had once made the name of the "Churchgate Street, Bombay" famous throughout the philatelic world. Some of the works of "art" (sic) are very crude, whereas some are very accurate and requires an expert's trained eye to detect them. I have prepared a short list of almost all the known forgeries of Indian stamps as under:—

1852 : Scinde Dawk — All the three issues have been forged very extensively and some dangerously clever forgeries exist of the half anna white. In genuine stamps the second "A" of Anna is exactly opposite the letter "K" in the word Dawk, as well as the figure "1" in  $\frac{1}{2}$  is not joined to the inner design as it does in some of the forgeries. The forgeries are known with all types of postmarks found on originals.

1854 : Half anna red — Crude forgeries of this value exist, which could be easily detected.

1854 : Half anna blue, Die I — Some clever forgeries exist, both on watermarked and unwatermarked papers. As in most cases, the Queen's profile is not correctly executed. They can be detected with a little good knowledge of this issue.

1854 : Half anna, Die II — Forgeries exist as above but in this case as unused specimens are more common than used copies, "forged postmarks" are found on "genuine" unused specimens. The author had

seen large blocks with a party in Bombay of this value with forged postmarks, a diamond of 7 bars.

1854 : Half anna, Die III - Forgeries in very crude condition exist of this value. As unused specimens of this value are very scarce, attempts have been made on many occasions to erase light postmarks by "chemicals" and then successfully passed on to collectors as genuine unused specimens.

(Remark : Reprints and proofs of all these three dies exist as well as they are found with the word "specimen" overprinted on their backs in two ways. The first is the whole word "specimen" printed on each stamp. In the second case each letter of the word "specimen" is found on each stamp.)

1854 : One anna, Dies I and II - Forgeries exist of these on both watermarked and unwatermarked papers. As Die II is very common in unused condition, forged 'Straits Settlements' postmarks were applied on them to enhance their value considerably. All of them came from Calcutta.

Also, I have seen a very ingenious fake in Mr. C. D. Desai's collection of 1 anna, Die II, C Stone, in which the word "one" is rubbed out and substituted by the word "half" to make it appear a half anna red!

1854 : One anna Die III - Several clever attempts have been made by "touching up" busts of Dies I and II to make them appear as Die III. Also No. 74 of the Die II (C Stone) which has an appearance of the bust of Die III is passed off as a genuine specimen of Die III.

(Remark : Same remark applies to this value as for half anna)

1854 : Four annas -- Poor to clever forgeries exist of all dies. The most dangerous pitfall for a collector is the "corners repaired" specimens offered by unscrupulous dealers as genuine "cut square" specimens. Dangerous forgeries of "cut-to-shape" specimens with the rare error "Head inverted" are commonly found at many times on original entires as well as with cleverly cut-out inverted frames of genuine stamps.

(Remark : Same remark applies to this value as for the half anna, but "specimens" are only found with the whole word printed on the back.)

1854 : Two annas -- Poor forgeries exist of this value.

### East India Issues

Bisects : Genuine Stamps are found bisected on original pieces of paper with forged "Straits Settlements" postmarks, as unused specimens are easily available to forgers for their nefarious trade.

Imperforates : Large quantities from original proof sheets in the records of the Government of India were lately stolen, manuscript writings on their back chemically cleaned and offered in the market as genuine originals. A complete exposure of these scandalous thefts has been made by the author in the February, June and December 1941 issues of 'India's Stamp Journal' and thus immediately put a stop to their sales, at least in India.

In this connection, I beg to draw the attention of the readers to the photograph of the "East India Imperforates" published on page 34. The values 4 and 8 annas shown in the photograph were from these proof sheets and the 4 annas is black and 8 annas carmine, both on bluish paper. These two blocks were submitted to me from Calcutta and as they were from the proof

sheets stolen from the Government of India collection, I subsequently took up the matter in the India's Stamp Journal.

1860 : 8 Pies purple on bluish - A large number of "chemically" made bluish copies of S. G. No. 51 are found, all emanating from Calcutta.

1866 : 6 annas overprinted 'Postage' - Forged overprints exist of both S. G. Nos. 66 and 68 as well as of the error, "overprint inverted" on genuine stamps. Reprints also exist, which can be distinguished from genuine stamps by checking up measurements of the overprint, which are as under for genuine specimens :—

**Tall capitals**

Length  $16\frac{1}{2}$  mm.  
Height 3 mm.

**Small capitals**

Length  $16\frac{1}{2}$  mm.  
Height 2 mm.

1882 ► Double impression of  $\frac{1}{2}$  anna and 2 annas, S. G. Nos. 85a and 92a - Clever forgeries of these exist on genuine stamps and this second forged impression was also made at Calcutta.

1882 : 1 Rupee slate, S. G. No. 101 - Forgeries made in India of this value are very scarce and command a premium over genuine used copies. These forgeries were made to deprive the Government of India of its revenue and not with a view to mulct philatelists.

1898 :  $\frac{1}{2}$  on  $\frac{1}{2}$  anna, surcharge double - Forged second overprint is commonly found, but the ink and the  $\frac{1}{2}$  second overprint differ from originals used. A forgery of surcharge  $\frac{1}{2}$  'inverted' was also made and the source of this is also from Calcutta.

1905 :  $\frac{1}{2}$  inverted, S. G. No. 148a - Illegal prints were made with "genuine" Government types at Calcutta in about 1920, which are either found mint or with forged postmarks.

1912 : Half anna double impression, S. G. No. 155a - The second impression is forged and this is easily ascertained by a careful examination. They again all emanated from Calcutta.

1921 : Nine Pies on 1 anna - All kinds of forged overprints exist.

1922 :  $\frac{1}{2}$  on  $\frac{1}{2}$  anna - Forgeries of "Inverted" and "Double" overprints exist in a large number, made in Bombay.

1926 :  $\frac{1}{2}$  anna double impression of S. G. No. 202 - Second impression is forged and the author himself has got them expertised as such by the Expert Committee of the British Philatelic Association Ltd. in 1939, through the courtesy of Messrs. Frank Godden Ltd.

### Official Stamps

1866 : Small Service-Forged overprints exist on all values and in some cases even on unissued values.

1866 : Overprint inverted - Forged inverted overprints exist of S. G. Nos. 502a, 507a, 511a and 512a.

(Remarks : The no dot on 'i' varieties and the 'no stop' varieties have also been created by rubbing out the 'dots' and 'stops.' Reprints also exist of S.G.Nos. 506, 508 and 513. In No. 513, the reprint is in Die II, the genuine being overprinted on Die I.)

1872 : 8 Pies, S. G. No. 514 - This value exists with a commonly forged postmark of a diamond of bars.

1866 : S. G. No. 515 to 519 - Both forged overprints and reprints exist of all these values. The measurements of the genuine and reprint overprints are :-

S. G. No.	Measurements of 'genuine' overprints	
	Upper	Lower
515	16½ x 2½ mm.	20 x 3 mm.
516	19 x 2½ mm.	17½ x 2½ mm.
517	20 x 3 mm.	22 x 3 mm.
518	20 x 3 mm.	22 x 3 mm.

S. G. No.	Measurements of 'Reprint' overprints	
	Upper	Lower
515	16 x 2½ mm.	18 x 3 mm.
516	17 x 2½ mm.	18 x 2½ mm.
517	17 x 2½ mm.	18 x 2½ mm.
518	21 x 3 mm.	22 x 3 mm.

1868 : Overprint S. G. type 7 - Forgeries exist on non-issued values.

1883 : S. G. Nos. 538a, 540a and 540b - Forgeries of both overprint 'double' and 'inverted' exist.

1900 : S. G. Nos. 550a and 550b - Forgeries of both overprint 'double' and 'inverted' exist.

1912 : Overprint double and printed on back of S. G. No. 582a - Clever forgeries made at Calcutta exist in both cases.

1925 : High value provisionals, S. G. Nos. 599 to 604 - Errors of overprints with genuine Government types exist of all values and they were all made at Calcutta. These were first given a place in the Stanley Gibbons' catalogue but subsequently removed after a long controversy in the Philatelic Press.

### C. E. F. and I. E. F.

1900 : C. E. F. - Forgeries exist of all values, both in mint and used condition.

1914 : I. E. F. - Forgeries exist of all values, both in mint and used condition and also of various

varieties. Recently, the author came across a large lot of entires, genuinely used in post from all appearance, but with a typewritten overprint. Will any reader give further information in the matter if anything is known about them?

### Indian Convention States

In the Indian States' group, the danger to collectors is from two sources. There are reprints in abundance of all early Indian Convention States' stamps, which are passed off as genuine specimens by unscrupulous dealers, whereas forgeries of the first issues exist in almost all cases. The reprints are however very easily distinguished by measuring the overprints which differ in all cases from those of the genuine specimens. These measurements are given in detail in the handbook of 'British Indian Adhesive Stamps (Queen's Head) Surcharged for Native States' by C. Stewart-Wilson, and readers are advised to buy a copy of it if they are interested in the Convention States' stamps.

Forgeries exist of almost all errors of early Indian Convention States and buyers are advised to purchase these errors only if accompanied with a certificate for their genuineness.

### Indian Feudatory States

Dangerous forgeries exist in this group, particularly in the States of Bamra, Bhopal, Bhor, Bundi, Bussahir, Charkhari, Duttia, Faridkot (many unissued varieties), Hyderabad (first issues and of overprints), Jammu and Kashmir (most clever forgeries exist in this group), Jhalawar, Jhind, Nandgaon, Nawanagar, Poonch and Soruth. In most of the cases they exist in different types of papers other than that of issued varieties.

## WHERE INDIAN STAMPS ARE PRINTED

INDIA, a sub-continent, requires a colossal quantity of Postage stamps and Postal stationery every year to cope with the demand of her four-hundred million inhabitants. And the entire output of these postal articles is now printed in India. Before 1855, the postage stamps for India were printed at Her Majesty's Mint, Calcutta, by the Survey of India. In the year 1855 Messrs. Thos. De La Rue & Co., Ltd. of London were given the contract for printing the Indian Court fees, fiscals and Postal stamps and stationery and this contract was held by this firm upto 1924.

With a view to investigate the possibility of printing Indian stamps in India, Lt. Col. G. H. Willis, C.I.E., M.V.O., R.E., Master of the Mint, Bombay, was deputed to England in 1922 accompanied with Mr. F. D. Ascoli, I.C.S., Controller of Printing, Stationery and Stamps. These officials reported favourably in the matter and consequently practical demonstrations were made in Delhi in 1923 (may be these experiments have produced the Delhi Specimen), which also proved successful, resulting in the Government of India deciding to open a Security Press in India.

For climatic reasons, Nasik Road, a place 125 miles from Bombay was selected. It is a well-known place of pilgrimage for Hindus in the Bombay Presidency. It is also a hill station providing beautiful landscapes and riverside views. But the selection of Nasik Road was made for two particular reasons, viz, its salubrious climate throughout the year and it being on a main railway line, affording direct communication with all

parts of India. The erection of the plant and the building work were commenced in September 1924 and the printing work was actually started in 1925. The complete establishment was carried out by Col. Sir George Willis who till his retirement in 1934 remained in charge of the establishment as Master. The architects for the building were Messrs. Stevens and Partners, Bombay, and the cost of the building amounted to Rs. 2,750,000.

### Central Stamp Store

Before 1928, there were Reserve Stamp Depots throughout India, but in 1928 they were all closed down, except at Calcutta and a Central Stamp Store was established. The work of this store is to distribute the products of the Security Press to nearly 500 Treasuries throughout India and to always keep a reserve stock of all items to last three to six months. The erection of this Central Stamp Store has cost a further sum of Rs. 850,000.

Besides printing the postal requirements, the Security Press also prints Indian currency notes, and the organisation of this department is divided into two sections, viz, Operative and Control Departments. Besides these two departments, there are also three Offices, Studio and Plate-making Departments, a Workshop, Watch and Ward and Estate staffs. All printing is regulated by warrants, issued from the office, the warrant being the authority to Control to draw the required amount of paper from the Stores and to issue it together with the necessary plates to the printers or Operative Department concerned. Control maintains an accurate account of every sheet of water-marked paper issued to Operative, checking each warrant on completion, examining and packing the products and destroying the waste under supervision.

### Printing

For printing, there are two methods employed. Letterpress, for adhesive stamps, postcards, match excise banderols and cheque and note numbering, envelopes being cameoembossed. Offset Lithography for Bank notes, impressed stamps, cheques, banderols, certain States' adhesive stamps, postal orders, post office cash certificates, etc.

### Annual Output

The annual output of the Security Press is colossal, and the following official figures for 1938 will give some idea to my readers :—

Bank notes .. ..	250	million.
Adhesive Stamps .. ..	1,000	„
Impressed Stamps .. ..	25	„
Cheques, Postal Orders, etc. .. ..	5	„
Embossed Envelopes .. ..	135	„
Stamped Postcards .. ..	270	„
Match Banderols .. ..	4,000	„

Face Value of Annual Output is about 700 crores of rupees.

There has been an enormous increase in this output in the last four years and since the separation of Burma, the Security Press is printing stamps for that country. Recently, it also printed stamps for the Sudan Government.

## INDIAN STATES' STAMPS

---

THE stamps of Indian States fall into two groups, viz, British Indian stamps overprinted for use of States like "Chamba, Faridkot, Gwalior, Jind, Nabha and Patiala" which are known as "Convention States" and the distinctive different native type designs issued by others known as "Feudatory States."

The first State which issued its own stamps was "Soruth," whereas many of the States have discontinued issuing their own stamps. The States of Faridkot and Jind have discontinued issuing their own distinctive type of stamps and they are now using British India stamps overprinted with the name of the respective State.

Collectors from abroad and particularly from America make frequent inquiries about the Indian States' stamps and many of them place orders for the stamps of several States which have already ceased issuing their own stamps. Therefore, for an easy reference, I have prepared the following table in alphabetical order of the States giving against each State the year of its first issue and the remark if it "still issues" its own stamps or it has ceased to do so and if so from which year.

Name of State	Year of issue	Year when issue was discontinued
Alwar	1877	1902
Bamra	1888	1894
Barwani	1921	Still issues
Bhopal	1876	" "
Bhor	1879	" "
Bijawar	1935	" "

Name of State	Year of issue	Year when issue was discontinued
Bundi	1894	Still issues
Bussahir	1895	1901
Chamba	1886	Still issues
Charkhari	1894	" "
Cochin	1892	" "
Dhar	1897	1901
Duttia	1893	?
Faridkot	1879	1887
*Faridkot	1887	1901
Gwalior	1885	Still issues
Hyderabad	1869	" "
Indore	1886	" "
Jaipur	1904	" "
Jhalawar	1887	1900
Jind	1874	1885
*Jind	1885	Still issues
Kashmir	1866	1894
Kishengarh	1899	Still issues
Las Bela	1897	1907
Morvi	1931	Still issues
Nabha	1885	" "
Nandgaon	1892	1895
Nawanagar	1877	1895
Nepal	1881	Still issues
Orchha	1913	" "
Patiala	1884	" "
Poonch	1876	1894
Rajpipla	1880	1886
Sirmoor	1879	1902
Soruth	1864	Still issues
Travancore	1888	" ? "
Wadhwan	1888	

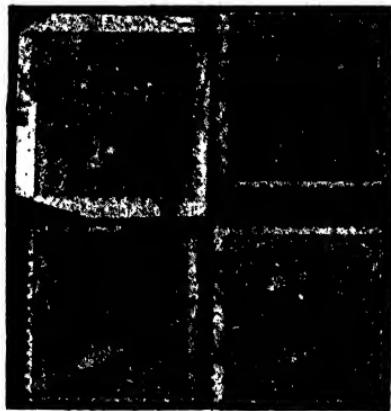
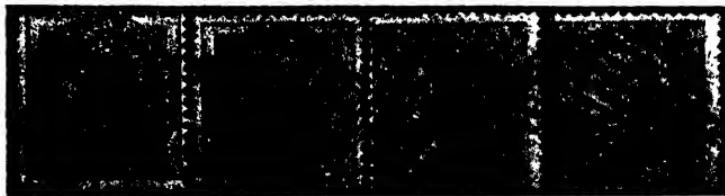
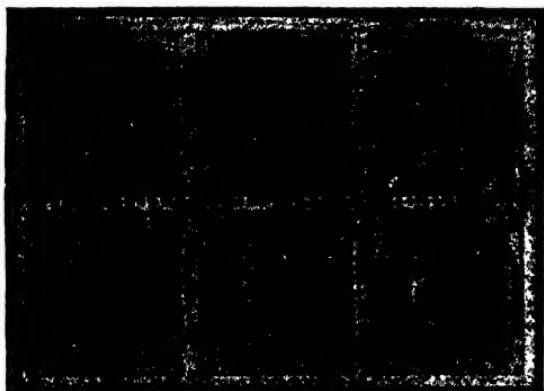
(\*Convention States)

Further, I particularly want to bring to the notice of American collectors that Indian States' stamps have no

franking value for sending letters abroad by payment of postage with the States' stamps. I receive regular American requests to send First Day covers and letters to be posted from these States to addresses in America, which requests cannot be complied with under the circumstances mentioned above.

Also, it should be noted that Nepal is not an Indian State but an independent State like Afghanistan. It has been included in the list of Indian States compiled by me for the reason that it is included in the Stanley Gibbons' catalogue in the Indian States' group with the following note: "Strictly speaking, this country should not be included among the Native Feudatory States, as it is independent, but should be transferred to Part II like Afghanistan. It has, however, been decided to leave in this group of Native stamps, for the convenience of collectors."

**PART II**



Some of the scarce types of early Indian postmarks.

## INDIAN CANCELLATIONS AND POSTMARKS

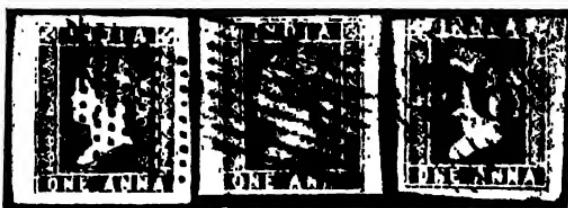
INDIA provides a galaxy of postal cancellations and postmarks that would bewilder any collector in any part of the world. Like Great Britain and U.S.A., it provides a large range of different types of postmarks, some common, some extremely rare and some still unidentified! The early postal officials left nothing to chances in preventing used stamps being used again by clever (!) persons. With this view, they punched grills on stamps so that the postmark ink may sink deeply into the stamp paper, franked the stamps with bars of shiny varnish, printed stamps on chalk-surfaced papers, selected fugitive colours and did everything possible to minimise the danger, which existed only in the fertile brains of these officials !! In the old days most of the postmarks provided for cancelling stamps were in heavy types formed of dots, bars, curved lines or geometrical designs. With the progress of postal service everywhere, new types of postmarks were adopted to distinguish the "despatching" and "receiving" marks and to identify the place and date of posting, postmarks with the names of towns or numbers allotted to them and dates of posting were provided. However, the postmarks differed in pattern throughout India as elsewhere and even today in the Year of Grace 1942, Indian postmarks are eternal puzzles to Indian philatelists.

In the chapter of "Indian Pre-stamp Covers", early pre-stamp postmarks have been described and a few illustrated. Therefore, it is but natural that in this chapter, I should only begin by describing early cancellations used with the introduction of "Scinde Dawk" stamps



Some of the early Indian Postmarks.

for use in the Province of Sind. Even for these short-lived stamps, there were as many as nine different types of postmarks used to obliterate them. They were diamonds of 49, 51, 64 and 81 dots in 7, 8 or 9 rows, a round dotted cancellation, large and small stars and diamonds of 7 and 11 parallel lines, the last having a number 96 inset.



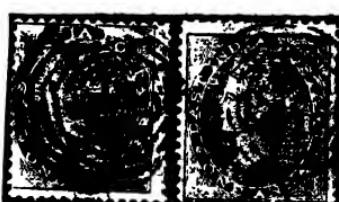
Three of these postmarks, viz, a diamond of bars, a diamond of 81 dots and a diamond of bars with a number inset were selected for the use of 1854 issues.

With the introduction of stamps all over India, stringent instructions for cancelling stamps were issued to all post offices, one of which read: "The kardar will rub a little ink on the rough face of the brass, then place it firmly on the stamp to be scored, and give the wooden handle a slight turn, which will so deface the stamp as to render it impossible to be again used."

So, no wonder, we have examples of more postmarks visible than early stamp designs! Though the instructions particularly stated the use of "black" ink for cancelling the stamps, examples of blue, violet, green and red postmarks are frequently found and these are now collected under the group of "coloured cancellations."



In 1854, the Indian Postal Administration was divided into four Postal circles, viz, (1) Bengal and



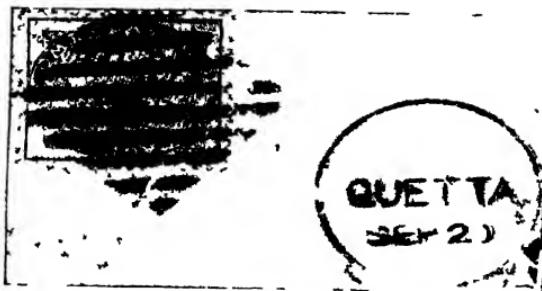
Some of the early Indian Postmarks.

Lower Provinces, Assam, Lower Burma, Singapore, Penang, etc.; (2) North-West Provinces, Punjab, Indore, parts of Central Provinces, etc.; (3) Madras, parts of Hyderabad (Deccan), Mysore, Travancore, etc. and (4) Bombay, Scinde, part of Hyderabad (Deccan), parts of Central Provinces, etc., and consequently different types of provincial cancellations were used to distinguish these four important postal circles. Periodical changes in types of postmarks used were made in all these postal circles and these changes have been responsible for producing a collection of "Indian Cancellations", which if formed, becomes a most fascinating collection of early Indian "cancellations and postmarks". These different types of cancellations and postmarks are exhaustively classified in the handbook of "Early Indian Cancellations and postmarks" by Mr. W. Renouf and collectors interested in Indian cancellations would do well to secure a copy of this most useful book on the subject. Some of the main types provide a large number of sub-types which are most interesting and some of them are extremely scarce to obtain. The main type 4 as described in the above



Some of the sub-types of type 4.

mentioned handbook alone provides as many as 18 different interesting sub-types and thus readers will be able to appreciate the fascination which a collection of "Indian cancellations" will provide to an enthusiastic philatelist. Even to date, many of the rare cancellations remain unidentified and in the absence of early official postal



Some of the early Indian Postmarks.

records there is no possibility of identifying them even in the future except by some rare find of a large scale lot of original early entires.

I have endeavoured to illustrate some of the main types of early cancellations in this chapter with a hope that the increasing interest now taken by collectors in early "Indian Cancellations" and "India Used-abroad" will bring forth more research and co-operation amongst collectors of these two fascinating Indian groups.

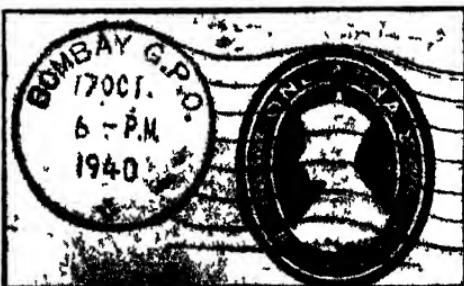
Further, collectors of Indian postmarks must have always been puzzled by one fact, viz, the simultaneous use of heavy and light postmarks found on Indian stamps. One would believe that the Indian Postal Administration being under one responsible official, the Director-General of Indian Posts and Telegraphs, will automatically introduce an uniform policy of using a postmark of one type only for all over India, particularly in the present days. But this is NOT so, as can be found from several of the latest postmarks illustrated on page 108. Even in the Year of Grace 1942, the old practice of heavily cancelling the Indian stamps at all times is continued by almost all post offices in India. Representations made in this matter to higher postal authorities have evoked no response from them though in some places, plain postmarks have been provided for ordinary letters. Requests from philatelists to "cancel lightly" are not acceded to by post office receiving clerks and in many cases the requests bring forth a more heavy cancellation as if done with vengeance! In most of the enlightened countries, the stamps are defaced lightly with clear postmarks so as not to spoil the artistic beauty of the stamp as well as provide a clear impression for reading the posting date and place. *Not so in India!* India is still ruled on medieval lines by people who are far beyond progress of time and who can only act within the four corners of the regulations laid down in the last



Very rarely the Indian Postal Administration provides a 'special' postmark for commemorating any special event of historical importance in India. However, Royal visits to India have been commemorated by special postmarks as illustrated above. The "Park Fair," Madras postmark as shown above was applied on this special occasion during the last war of 1914-18. But during this present war, apart from a few so-called slogans, nothing has been done by the Indian Postal Administration to bring home to Indians that this war is equally theirs as that of other democratic countries.

century in form of red-tape routines. Thus, any improvement in the country's postal service to bring it in line with the other advanced countries will need the advent of the much needed National Government to introduce the necessary changes from a National outlook of India and for the sake of successful philatelic propaganda for the country which is so much backward in philately.

Even the present War has not brought forward any imaginative and appealing postmarks to serve as War Propaganda amongst Indians and to bring home to them that this war is equally theirs as of the other democratic countries fighting for the world's freedom. Therefore no wonder that I should crave for an Indian Postal Administration that would rise from the red-tape stupor and go all out to do everything to light the beacon fire of fight for freedom in every Indian's heart.

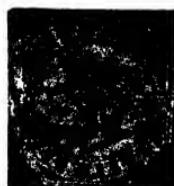


There has never been an all-India uniformity of postmarks in this country. In the early days, there were light as well as heavy cancellations as can be witnessed from the first three illustrations. However, even in the Year of Grace 1942, the same inconsistency rules the Postal Administration in India as can be witnessed from the four other illustrations showing light and heavy postmarks applied between 1938 and 1942.

## INDIA USED-ABROAD

NO collection of Indian stamps can be called complete without a comprehensive collection of Indian stamps used-abroad. Since the day stamps were first introduced in India, these little bits of paper have seen active service with several of the British and Indian Expeditionary Forces in far away places like Abyssinia, China, Nepal, Persia, Straits Settlements, Tibet, etc. Even the general collector of British Empire stamps unwittingly collects these by mounting in his album, Indian stamps overprinted C. E. F. (China Expeditionary Force) and I. E. F. (Indian Expeditionary Force) sets. Though India used-abroad stamps do not hold an established place in the Stanley Gibbons' or any other standard stamp catalogue, yet it cannot be denied that they always form a most comprehensive section of a specialised Indian collection.

The Indian Post Office has an established fame of being a historical centre from which has radiated organised postal communications throughout the Middle East comprising of Arabia, Persia and Turkey, and in the Far East, to, Straits Settlements, Sarawak and Borneo. India has been the pioneer of modern Postal progress throughout Asia, for the Indian Post offices in the Turkish Arabia and Persian Gulf date back nearly 80 years. The first Indian post offices established in these distant foreign countries were at 'Bushire' and 'Muscat' and they were opened as regular post offices on 1 May 1864. They owed their establishment to a scheme sanctioned by the Secretary of State for India in 1862 by which eight trips a year from 'Karachi' to 'Busrah' were to be made by touching at Ports of Bandar-Abbas, Muscat and a port



124 : Aden and Aden Cantonments



Bagdad



Bahrain



Bushire



Busreh



Dubai



Guadur

on the Mekran Coast with a view to police the pirate infested Persian Gulf. When these steamers began to run, there were no proper arrangements for mails and by a practice the Captain handed over all the mails to the Agent of the Steamship Company, who endeavoured to deliver the letters as best as he could!

These post offices were under the supervision of the political agents though for postal routine purposes they were under the postal administration of Bombay, except during the period of 1869-79 when they were transferred to the Sind Circle. The stamps used at these post offices were the contemporary stamps of India.

It is recorded that the Indian Postage stamps were supplied to the Legation at Tehran and the British Agencies at Ispahan and Shiraz between 1870 and 1877, but the examples of Indian stamps used in these places have not yet been seen by the author. In the beginning there was a considerable hesitancy on the part of the British Government to open these offices lest they should offend the susceptibilities of the Persian and Turkish Governments. But in 1864, the first step was taken in view of these two Governments having no organised postal service in their Kingdoms. By the beginning of the last Great World War in 1914, there were about 14 Post Offices established by Indian Postal Administration in the Persian Gulf and on the coast of Persian and Turkish Arabia. These post offices continued to function in spite of the Persian and Ottoman Governments joining the Universal Postal Union in 1875, though great efforts were made by the Turks to get these offices closed down within their Empire. In fact during the Great World War, many new offices were set up in the Gulf and Mesopotamia, which afterwards became known as I.E.F. Base Offices. Thus, it will be observed by my readers that the Indian stamps used-abroad are not in the nature of freaks, but as a result of the official postal establishments in all the foreign



F. P. O.



Henjam



Muscat



Koweit



Linga



Mahor merah

C  
III — Pondicherry

Zanzibar

countries where they were made available for official postal use in payment of postage fees.

However, there is the greatest set-back in collecting them without the help of a catalogue, for the simple reason that it is extremely difficult at times to assess the true value of a scarce item. But, during the fifteen years of my active interest in this branch of Indian Philately I have found that since the last seven years, in spite of this difficulty, more and more collectors of Indian stamps are taking a keen interest in the Indian stamps 'Used-abroad' than they have done in the past. In the year 1940, two important publications on 'India Used-abroad' were published in England. They were 'Aden Postal Markings' by Messrs. A. L. Hine-Haycock and M. H. Robertson and 'Indian stamps Used-abroad' by Mr. Robson Lowe. The first book is a special treatise on Indian stamps used in Aden and must be considered for many years to come as a most detailed and exhaustive text on this subject, whereas Mr. Robson Lowe's book covers the whole field of 'India Used-abroad' and this publication has appeared after an interval of nearly twenty years of the publication of a similar work by the famous author Mr. W. Renouf whose work is out of print at the present moment. Mr. Robson Lowe's book is divided into two sections: 'Indian Adhesives and Handstruck stamps used by Indian Post Offices Abroad' and 'Indian Field Post Offices'.

It is truly said by Mr. W. Renouf in his most valuable book on British Indian stamps used-abroad that "Used-abroads and overprinted stamps may perhaps be justly compared to satellites. India, in these respects, can perhaps challenge any country except Great Britain which is of course in a class by itself. India can point to a wide range of overprints in the Straits Settlements, Zanzibar, East Africa, Somaliland, C.E.F. and I.E.F. issues, while in used-abroads, without overprint, the field is of equal interest."



Indian stamps are overprinted for use in Bahrain, Br. East Africa,  
British Somaliland, Burma, Kuwait, Straits Settlements,  
Tanganyika, Zanzibar, etc.

*Indian stamps overprinted for the use of British East Africa, British Somaliland, Straits Settlements, Tanganyika, Zanzibar, etc.* form in themselves a separate group and as they were officially overprinted for use in these countries like Great Britain stamps overprinted for the use in Bechuanaland, British Levant, Cyprus, Morocco, Niger Coast and Zululand, they cannot be called 'India Used-abroad'. So, to give an idea of the scope that is provided for the formation of an 'Used-abroad' collection of Indian stamps without an overprint, I enumerate the following groups:-

1. India used in Africa.
2. " " " Arabia, Iraq & Persian Gulf.
3. " " " Burma.
4. " " " Danish, French and Portuguese Settlements in India.
5. " " " Nepal and Tibet.
6. " " " Straits Settlements.
7. " " " with various Expeditionary Forces.

**1. India used in Africa:** This group consists of Indian stamps used in British Somaliland with cancellations of 'Berbera', 'Obbia' and 'Zaila'; in British East Africa at 'Mombasa', in Sudan with 'Sawakin' postmarks and Zanzibar which provides a large variety of cancellations, starting with a rhomboid of ten diagonal lines, followed by nearly a dozen other different types of postmarks.

**2. India used in Arabia, Iraq and Persian Gulf:** This extremely interesting and rather formidable group consists of Abadan, Aden, Ahwaz, Bagdad, Bahrain, Bander-Abbas, Bushire, Busrah, Chabbar, Dubai, Guadur, Henjam, Ispahan, Jask, Kamaran, Khormaksar, Kuweit, Linga, Maala, Magil, Mahommerah, Maidan-I-Naphtun, Mukalla, Muscat, Ormara, Pasni, Perim, Seiyun, Sheikh Othman, Shiraz, Tehran, etc.

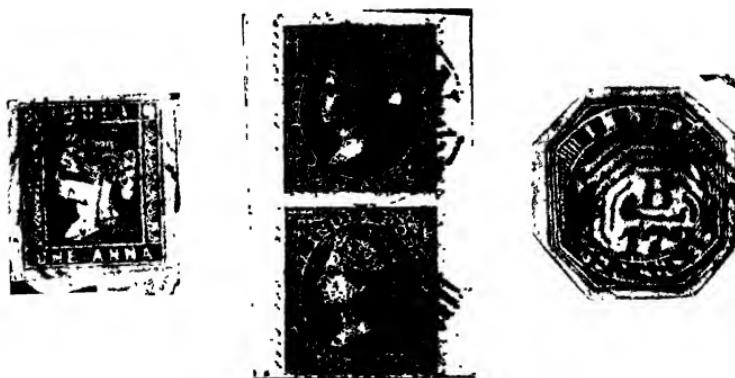
**3. India used in Burma:** Though Burma had not issued its own stamps till its separation from India on



(Courtesy : C. D. Desai, F R P.S.I.)



India used in "Mauritius"



India Used in "Penang" and "Singapore"

1 April 1937, this group comprises of items as early as 1824-26 starting with the First Burmese War. A most interesting collection of various post offices in Burma can be formed, which includes postmarks of the Shan States on the border line of Burma and China.

*4. India used in Danish, French and Portuguese Settlements in India:* There were only two Danish Settlements in India, viz, Serampore and Tranquebar and only examples of these are found in early pre-stamp covers, as both the Settlements were claimed by the British in 1845. The French Settlements comprised of (1) Chandernagore, (2) Karikal, (3) Mahe, (4) Pondicherry and (5) Yanam. In addition, Chandernagore, Karikal and Pondicherry had several sub-post offices, their numbers being 3, 9 and 8 respectively. There are various types of postmarks in all cases. The Portuguese Settlements in India were three, viz., Damaun (now spelt Daman), Diu and Goa. At the last two places there were no British post offices and therefore only combination covers bearing British India and Portuguese stamps are found from these two places.

*5. India used in Nepal and Tibet:* Though Nepal (so merely spelt Nepaul) and Tibet are both independent States, British Indian stamps have been used in both these states. There are several types of cancellations found on Indian stamps used in Nepal. In Tibet there were six Post Offices, viz, Gartok, Gvantse, Khamba Jong, Lhassa, Pharijong and Yatung, but only one type of cancellation is known, viz, of name and date type, though in the case of Yatung it is found in type N as illustrated in Mr. Robson Lowe's book. Mr. Lowe also announces in his book that Lhassa cancellations were entirely used in connection with the Tibet Expeditionary Force and therefore they should be included in the group of Indian Field Post Offices. There are four types of cancellations found on Indian stamps used in 'Lhassa'.



India's greatest rarity in India "Used abroad". An entire with a cut-to-shape pair of 4 annas showing the "131" Persian Field Force Postmarks.

6. *India used in Straits Settlements*: This is the most expensive group of the India 'used-abroad' collection as extremely interesting and superb examples of India 1854 stamps used in these places always command a high price amongst collectors. Besides, the East India 'bisected' stamps are also found used in the places represented in this group, thus giving an additional impetus to an Indian specialist to search for them. Various types of cancellations were in use in these places, which also (except Sarawak) claim to have Indian stamps overprinted officially for use in the whole of the Straits Settlements.

7. *India used with various Expeditionary Forces*: This group is formed by getting together (a no mean task) all Field Post Office cancellations used by various Indian Expeditionary Forces, like, First Burmese War (1824-26); First Afghan War (1839-42); Second Burmese War (1852-53); The Persian Expeditionary Force (1856-58); Abyssinian Field Force (1867-68), Malta Expeditionary Force (1878); Second Afghan War (1878-81); Egyptian Expeditionary Force (1882); Suakin Field Force (1885); Third Burmese War (1885-89); Second Suakin Expedition (1895); Chinese Expeditionary Force (1900-1904); Somaliland Field Force (1902-1904) and Tibet Expeditionary Force (1903-1904). Besides the above, Mr. Robson Lowe chronicles a large number of 'Internal Campaigns' and readers are recommended to peruse this most interesting list, by purchasing a copy of his 'India Used-abroad'-a book no collector of Indian stamps should miss.

However, I cannot consider these groups as complete as there are several very scarce 'Paquebot' postmarks, whereas I believe, stamps used in 'Port Blair' (Andamans-now occupied by Japanese) should also come under the head of India 'used-abroad'. Stray examples of Indian stamps with postmarks of 'Colombo', 'Mauritius' and

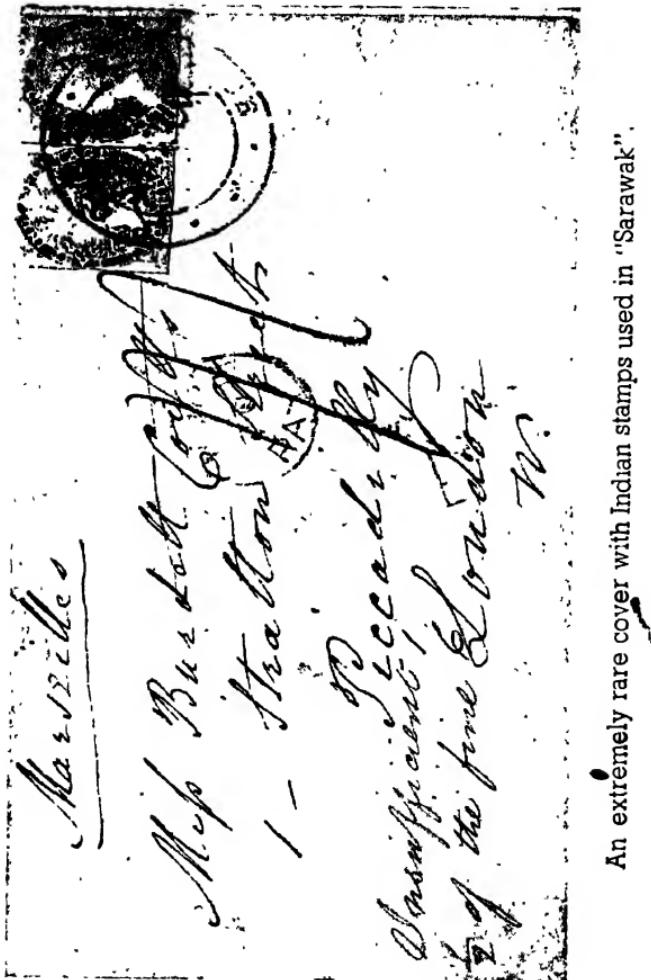


Though Indian stamps are frequently found with Ceylon postmarks, it is not yet known whether they were used there with official sanction or not.

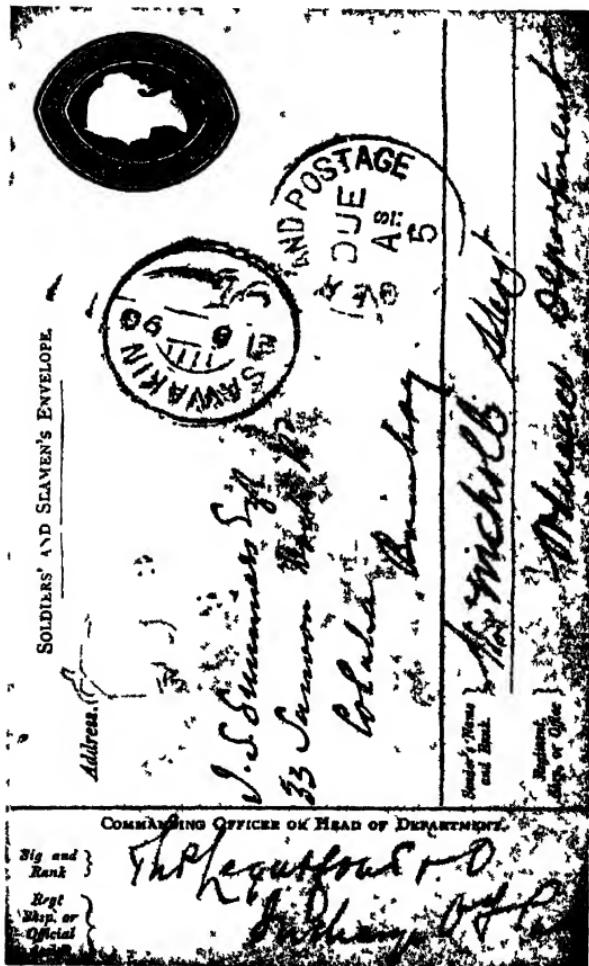
'Seychelles' have been found but it is not yet conclusively proved that these were really used in these distant places with official accord.

The present War will be responsible for further hundreds of 'Field Post Offices' which have used Indian stamps as the Indian Army Units are stationed in practically all theatres of War, thus enabling them to be in the forefront of this battle for freedom of human race. For a detailed information of these Field Post Offices one must wait till the War is over.

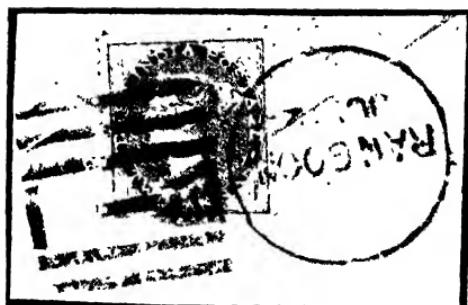
Before concluding this chapter, I would suggest to my readers to inspect the magnificent collection of "India Used-abroad" in the Postal Museum at New Delhi, if an opportunity affords them to do so. The whole collection is fully written up with maps, etc. and provides a most representative collection of the various groups described by me. In this Postal Museum, besides the exhibits described by me in a later chapter, there are magnificent collections of Indian cancellations and stamps of Jammu and Kashmir which would thrill the heart of any enthusiastic philatelist if he cares to gloat over them as done by me on many occasions.



An extremely rare cover with Indian stamps used in "Sarawak".



A soldiers' and seamen's Indian envelope used at "Sawakin"



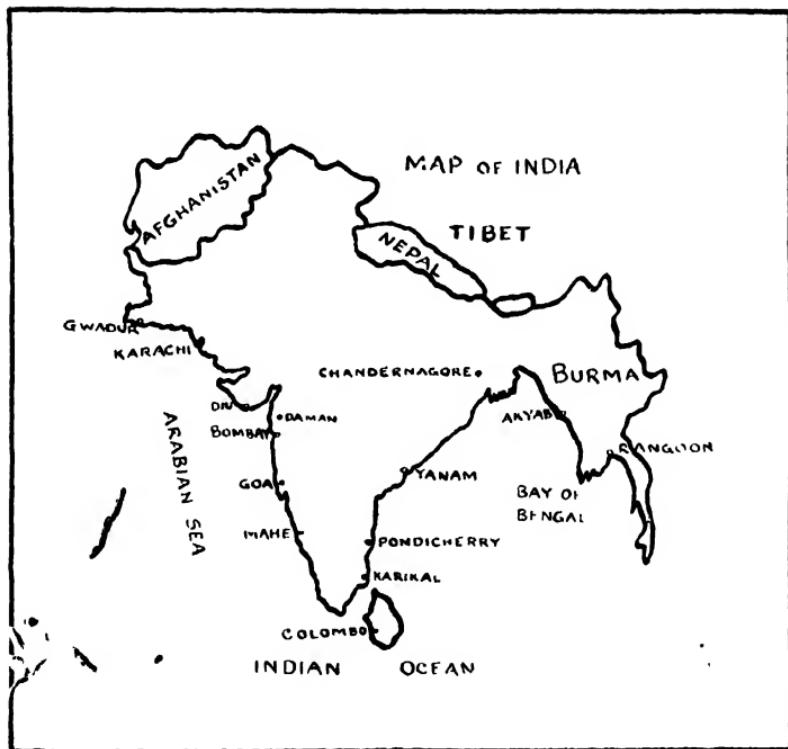
Rangoon



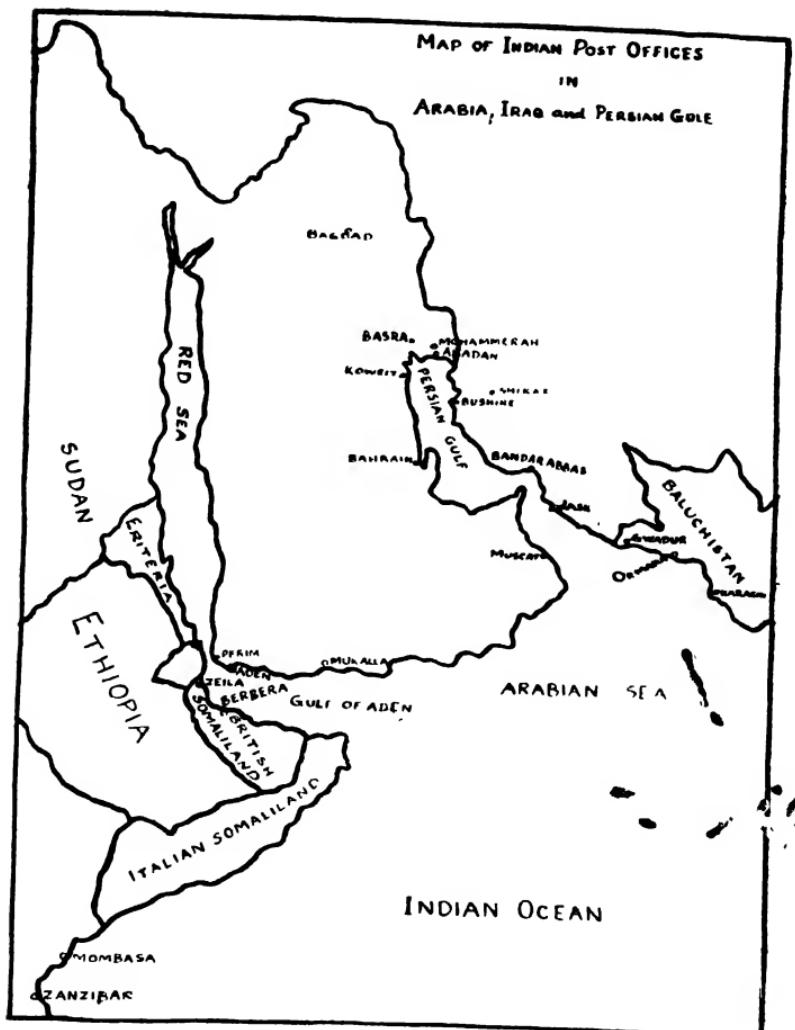
Upper Burma Field P. O.



Early Indian stamps used in "Burma" always command good prices and are keenly sought after by collectors.



A map of India showing the French and Portuguese Post offices in India.



A map showing the Indian Post Offices in Arabia, Iraq and Persian Gulf Ports.



A map of Burma showing some of the important post offices in Upper and Lower Burma.



A map of Straits Settlements and Borneo showing Malacca, Penang, Singapore and Sarawak, where Indian stamps were officially permitted to be used.

## INDIAN AIRMAILS

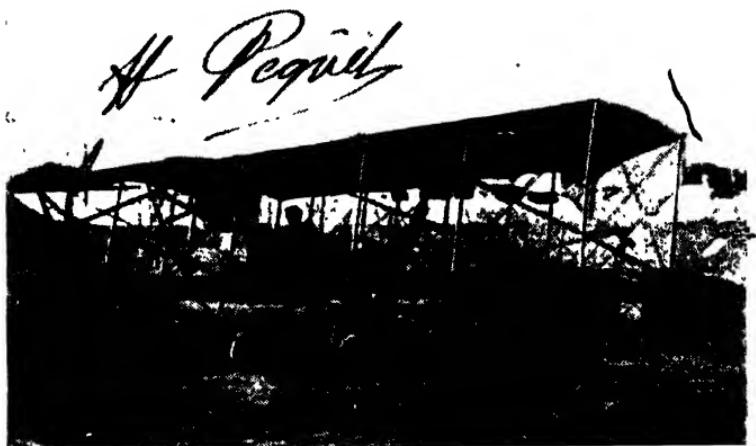
IN the last two decades a new class of collectors has sprung up throughout the world. They collect First Flight Air Mail covers and are known as "Aero-philatelists". India provides a large hunting ground for these enthusiasts inasmuch as she has the unique distinction of (1) being the first country in the world *to carry the first official air post*; (2) being the central air terminus of the world air routes and (3) having the fame of attracting pilots of every nationality and having an International fame to fly across India, sometime or the other. Before the present regular air services were established between India and the outside world, over thirty attempts have been made since 1927 by the Imperial Airways, several Foreign Companies and the Government of India for the development of air mail services in India. Before 1927, several pioneer flights have taken place, a few of which are worthy to be described here.

The first official aerial post in the world was carried in India on 18 February 1911 from Allahabad to Naini. The flight was promoted by Capt. W. Windham (late Commander Sir W. Windham) in co-operation with the Postmaster-General of the United Provinces. The machine was piloted by the French aviator Monsieur Pequet. About 6,500 letters were carried and a special postmark was provided for the occasion.

Two years later, two French aviators, Messrs. G. Verminck and M. Pourpe made an exhibition flight over Calcutta and souvenir cards were flown on this occasion. The flown cards of this flight to-day fetch as much as



A special postmark was provided by the Allahabad Post Office for the first official air post flight on 18 February 1911.



An autographed card flown in India from Allahabad to Naini on 18 February 1911, on the occasion of the First Aerial Post in the world

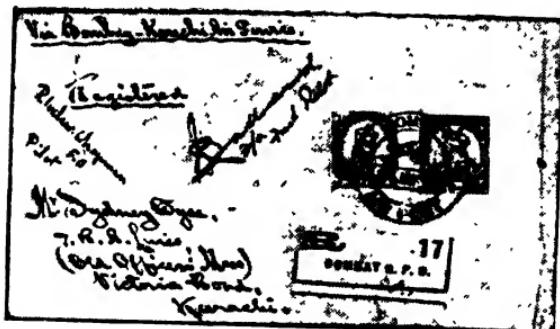
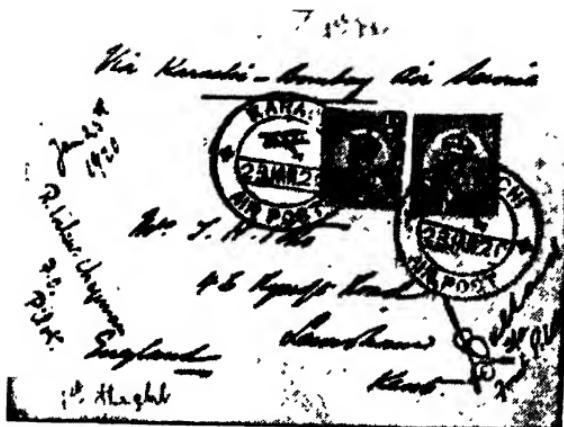
Rs. 400 each and they are eagerly sought after by Indian Aero-philatelists.

In 1920, an abortive attempt was made by the Indian Postal Department to start an air mail service between Bombay and Karachi and vice-versa for carrying mails between these two places. Only fourteen trips were made and the experiment given up for lack of support from the public. Between the years 1920 and 1925 three important flights took place, first by Portuguese aviators who flew from Lisbon to Macao across India, the second by Dutch aviators who flew from Amsterdam to Batavia across India and the third by the R.A.F. from Risalpur to Calcutta and return on a demonstration flight. In the beginning of the year 1925, the first important "Anglo-India Survey Flight" was made by Sir Alan Cobham between England and India and mails for several places were carried during this flight.

In 1926, Sir Alan Cobham again passed through India on his England-Australia flight and in 1927 the Air Minister Sir Samuel Hoare himself flew from Croydon to Delhi. In January 1927, the first official "Karachi-Basra-Cairo" air mail service was inaugurated and in the next month Karachi postal authorities allowed Messrs. Stack and Leete to carry mails for Delhi and Lahore from Karachi in their Moth Aeroplanes. On the occasion of an air pageant in the same month displayed by the Royal Air Force at New Delhi, mails were carried by the participating aeroplanes from places like Ambala, Kohat, Lahore, Peshawar, Quetta and Risalpur.

During the years 1927 and 1928 several pioneer flights were made by world famous pilots across India and letters were carried on many occasions by these aviators.

In April 1929, the first regular air mail service between India and England was established via Persia, Iraq, Palestine and Egypt. In the same year, an inland



Two autographed letters carried from "Karachi to Bombay" and vice versa on 23 and 24 January 1920 respectively on the occasion of the First Official air service started by the Indian Postal Department between Bombay and Karachi

air mail service was established between Karachi and Delhi to connect the Imperial Airways service between India and England. This service was operated by the State-owned "Indian State Air Service". However, from January 1932 this service was operated by the Delhi Flying Club.

By the end of 1930, the Royal Dutch Air Company established across India a regular fortnightly service between Holland and the Dutch Indies. Immediately afterwards a French Air Company also started a service across India between Marseilles and Saigon, but both these services were only permitted to bring mails upto the frontier entry ports of India and they were not allowed to carry inland air mails for destinations in India on their Indian routes.

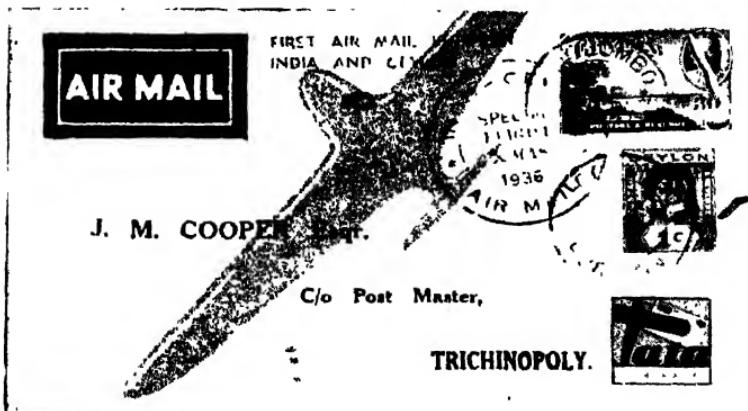
In May 1931, an air mail "parcel" service was introduced between India and Great Britain and again in July of the same year the first air mail post card service in the world was inaugurated between India and England. The post card bore a stamp of 4 annas and a blue air mail label was printed thereon.

In January 1932, India was connected by air with South Africa by the Imperial Airways extending their service from Cairo to Mwanza. In the same year, the famous Indian House of Tatas inaugurated a Feeder service between Karachi—Bombay—Madras connecting England—India air mail service at Karachi.

In 1933, important developments took place in improving the "Inland" air mail service. A new company namely The Indian Trans-Continental Airways Ltd., was formed and it started a weekly service between Karachi and Calcutta from 7 July 1933. This caused the Delhi Flying Club to cease operating the Delhi—Karachi service from 4 July 1933. The Karachi—Calcutta service was further extended to Rangoon via Akyab on



An official flown cover on the return journey of  
"TRIVANDRUM-BOMBAY" FIRST FLIGHT



An official flown cover on the return journey of  
"INDIA-CEYLON" FIRST FLIGHT

1 October 1933 and still further extended to Singapore on 15 December of the same year.

The Indian National Airways Ltd., introduced on 1 December 1933 a daily passenger and mail service between Calcutta and Dacca and also a similar weekly service between Calcutta and Rangoon. In the next year on 10 February 1934, a bi-weekly air mail service was started between Madras and Calcutta by the Madras Air Taxi Service. However, both these services ceased to operate later on.

In December 1934, a weekly air mail service was inaugurated between Karachi and Lahore by the Indian National Airways Ltd.

In the years 1935-36, further improvements were made in the air mail services available to India. The air service between Calcutta and Singapore was duplicated. The west-bound service was connected at Athens with the north-bound planes of the Greece-Germany air services, whereas Indian air despatches to West Africa were facilitated by the use of Imperial Airways Services between Khartoum (Sudan) and Kano (Nigeria).

In November 1935, Messrs. Tata Sons Ltd., established an air service between Bombay and Trivandrum and in the same year air mails were accepted in India for planes in the United States to be delivered by the United States' internal air services. Air mail letters from India were also accepted for transmission via France or Germany for South American countries, for which Germany provided a fast Zeppelin service.

In the years 1936-37, air service between India—Singapore—Australia was duplicated, a weekly air mail service between Penang and Hong Kong was introduced and the Khartoum-Kano weekly service was extended to Lagos, all helping the Indian air mail services greatly

with these countries and the others en route. Messrs. Tata Sons Ltd., made an experimental special flight to Ceylon in December 1936 for connecting their Bombay—Trivandrum route.

Further new "Inland" services were started in India in the years 1937 and 1938. In November 1937, an air passenger and mail service was inaugurated between Bombay and Delhi, and in November 1938 a similar service was inaugurated between Bombay and Kathiawar.

But in February 1938, the "Empire Air Mail Scheme" by which all first class mails were carried by air was inaugurated with the East-bound service of Imperial Airways which arrived at Karachi on 27 February 1938. The introduction of this rapid mail service compelled the internal feeder services to make further improvements in their own services and the services between Karachi and Madras and Karachi and Lahore were first increased to four and then to five times a week. The present war has entirely disorganised the external as well as the internal inland air services throughout India.

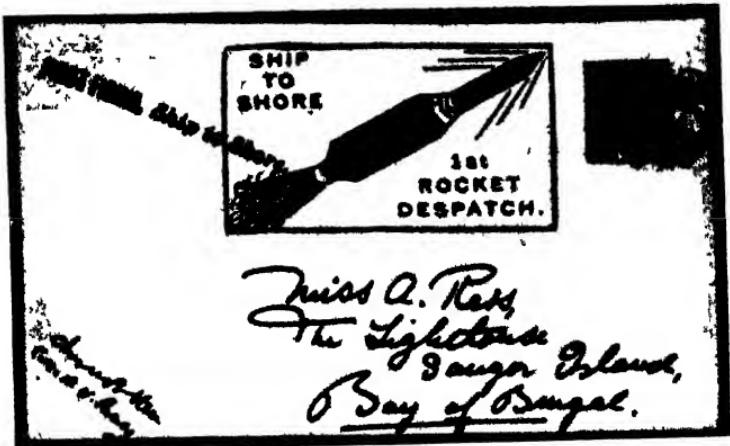
As a result of Italy's entry into the war in June 1940, the air mail service to England across Europe was discontinued and instead an air-cum-surface service was introduced. This service operated by air upto Durban and thereafter by the sea route. The India—England air service is at present maintained by another route also, viz, via Lagos, but the cost of sending letters by this route is very high and it takes a minimum of four to six weeks for an air mail letter posted from India to reach England even by this route.

All these new air services provide aero-philatelists with "First Flight Covers" and a most comprehensive collection of "Indian Air Mails" could be built up. The author's own collection of "Indian First Flight covers and Rocket Mails" was sold a year back for a sum of

Rs. 20,000 to a collector in India and since then this collection has been enlarged to an extent which would give it a *guaranteed first place in the world* amongst collections of "Indian Air Mails."

In the part III of this book I have endeavoured to give a complete checked price list of Indian First Flight covers, which I trust will be found very useful by aero-philatelists interested in Indian covers.

In this connection, may I request the collectors of Indian Air Mails to peruse this list very carefully and to write to me for any omissions or errors that they may come across so that in future editions I may embody the new information or correct the errors for making this list as authentic as possible.



Flown Cover carried on India's first Rocket Mail Experiment  
Ship (D V Pansy') to Shore, 30th September 1934



Boomerang Rocket No 163 25th April 1938

## ROCKET MAILED

TRANSPORTATION of letters by Rockets may not be a thing of the immediate future, but it will come as surely as night follows day. Before readers should call this an Utopian dream, may I just refer them to last century's Jules Verne's ideas about an under-sea boat, which have not only come true by the performance of to-day's submarines, but more recently by a regular post office established on the bed of the sea by the Bahamas Government, in charge of the postmaster, John Ernest Williamson, thus bringing true the weirdest dreams and nightmares of all fiction writers?

To-day we all say how wonderful Television is, but when it was first patented in 1884, the hard-headed business men of those days dismissed it as a cranky dream. But then, any man whose ideas are out of step with his times is a crank. Were not the first umbrellas opposed as attempts to interfere with God's work that rain should fall on us! But, thank God that most of the inventors persist with their cranky ideas, for persistence is essential in all inventions. Edison, the world's most famous inventor, once said, "Nearly every man who develops an idea works it up to the point where it looks impossible, and then becomes discouraged. *That's not the place to become discouraged. That's the place to become interested!*"

Many doubting Thomases refused to admit, only a decade ago, that the Atlantic and Pacific Oceans could be crossed at a single hop by regular mail-carrying giant

seaplanes. But to-day, this dream of yesterday has become an everyday event of the world and so, once again we enter into a new phase. The recent startling activities of several prominent Rocket inventors in different parts of the world have focussed the attention of many to this new and startling method of transportation. In the last century, the fastest voyage between India and England could be completed in about 100 days, whereas to-day, the giant K. L. M. planes take you from India to England in less than 100 hours. Then, could there be any wonder if the present century witnesses a Rocket Mail journey from India to England in as many seconds! The theory of the delivery of mails by Rocket transportation is as amazing as the far-reaching effects that are bound to be, and I believe that there are many who are still quite unfamiliar with Rocket Mail experiments and as such, cannot realize their true significance.

It cannot be denied that though most of the fundamental difficulties of the Rocket Mail experiments have been overcome, the actual development is still in its infancy. In India there are very few people, and these can almost be counted on one's fingers, who are interested in Rocket experiments, while there are yet millions of people who have not heard of such a thing as a Mail Rocket, whereas only few fortunates have ever beheld one. As I belong to the school of those who not only believe in the possibility of a successful Rocket Mail service, but recognize its many unique possibilities and far-reaching beneficial influence to humanity, I am to-day endeavouring to record and list the various Rocket Mail flights that have taken place in my country of birth, to preserve for posterity an accurate and reliable record of the early history of Rocket experiments in India. My interests are hence restricted to the real and immediate results gleaned from India's pioneer experimentator's work in the Rocket realm, and by his untold courtesy in placing

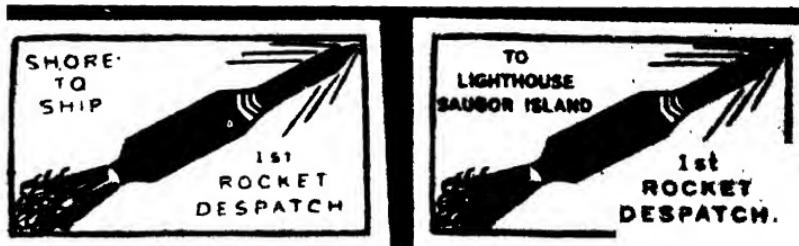
at my disposal early authentic records, my task has been made easy to chronicle in detail, in chronological order, the early Rocket experiments in India.

Probably it is known to very few people that the inventors of gunpowder were the ancient Chinese who are still predominating in the trade of preparing festival crackers, and we Indians are very familiar with these Chinese gunpowder rockets having used them as fireworks for hundreds of years on *Diwali* holidays. Everyone in India knows how the thin hollow tube of stiff paper filled with gunpowder when ignited at one end is sent high in the air where it releases beautiful sparks in various colours, filling the air with brilliant fiery beauty. History records that the Chinese have used gunpowder rockets against their enemies, the Tartar hordes, in the 13th century when the mighty tide of these rising Tartar Mongols were overrunning the rest of Asia. However, in the last century, Sir William Congreve, who also invented the Offset printing method, constructed War Rockets by substituting metal tubes for thick paper, and filling those tubes with inflammable materials and hurling the whole deadly mass through air on his enemies. He was not very successful with this experiment when he bombarded, in 1806, the French town of Boulogne, but his efforts proved a great military success a year later when he besieged the town of Copenhagen. His successes were further crowned in 1813, when he destroyed the food stores of the city of Danzig by heavy bombardments with these metal rockets, compelling the city to surrender due to lack of food supply. These experiments were, however, not pursued further owing to frequent premature explosions, which took place at these rocket firings with the resultant disasters amongst the British troops, and they were further eclipsed by the increasing use of artillery in Europe. But it is pleasant to record that the rockets were continued to be used for better causes, viz., for coast-guard stations and employed in the saving of human

life. On many occasions, they were fired towards ships in distress, carrying with them a life-line by which thousands of shipwrecked victims have been brought back to shore and safety. And now, the world is witnessing the transportation of mail by Rocket Mail firings.

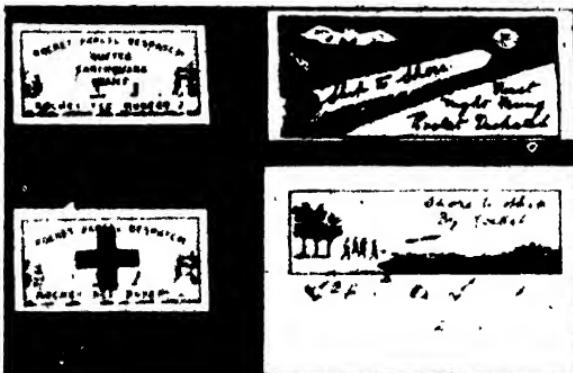
The transportation of mails in many parts of the world by rocket is fast becoming a fact than an ideal fancy, and prominent experimentors are playing their respective parts in its progress. Dr. Goddard and Dr. Pendray in America, Mr. Willy Ley in Germany, Monsieur Robert Esnault-Pelterie in France and Mr. Stephen H. Smith in India are all silently toiling against desperate odds for the vindication of their convictions. But no record of rocketry could be said to be complete without a reference being made to the Austrian inventor, Ing. Friedrick Schniedl, who was the first in the world to fire a Rocket V7, which carried 102 pieces of mail from Schoeckel to Radegund on 2 February 1931, nor can the name of Max Valier be omitted, who gave his life during one of his experiments.

The successful shooting of the V7 with mails, and the recent successful firings in India by our Mr. Stephen H. Smith, who has not only successfully transported mails but live-stock, food and medicines, have proved beyond the pale of dispute that Rocket transport has come to stay, and has opened up an entirely new era in the field of transportation. The world has completed the circle of transportation methods commencing with the Runner Mail carriers, and ending with the Rocket posts, for, after all, the present common means used in the transportation of mails are nothing but adaptations of various ways and devices of the early letter-carrier. The Rocket transport, on the other hand, carries the message through air and space to its destination within a time comparable to wireless transmit message.



1934

India's first Rocket Mail Vignettes  
Four hundred of each type were printed.



- (1) Quetta Earthquake Rocket Relief Stamp
- (2) Ship to Shore Vignettes, Saugor Island, 1934.
- (3) Red Cross Rocket Stamp.
- (4) Shore to Ship, Saugor Island, 1934.

In India itself, Mr. Stephen H. Smith has successfully fired his mail-carrying Rockets from ship to shore and *vice versa* and which have covered a distance from 100 yards to a mile and more. The speed achieved is 700 miles an hour, i.e., about 12 miles a minute! To many of us it would appear a terrific speed compared to 400 miles an hour of the aeroplanes. Yet, there are scientists who are already conjecturing on the time that would be taken on International flights. Professor Goddard opines that a 90-minute Rocket service between New York and Paris will be possible; Professor Oberth asserts that it could be completed in 45 minutes, but Schmiedl goes a step further and announces that 25 minutes' travel should be sufficient between New York and Paris and a round-the-world flight could be completed within an hour!

### Rockets and Philately

The Rocket Mails have opened up a new chapter in Philately, particularly for Aero-philatelists. The mails carried by First Rocket firings in the different parts of the world will occupy, in the near future, the same position that the First Flight Air Mails occupy with the Aero-philatelists of to-day. Up to now, no Government except Cuba has issued any special Rocket stamps, but many Government Post Offices have officially sanctioned the carrying of letters during various Rocket Experiments and so, I feel confident that these semi-official Rocket stamps of to-day will soon form one of the most interesting branches of Philately, as the pioneer examples of super-rapid mail transports. Here, I cannot refrain from challenging the views of those who frequently refer to Rocket Mail as "Racket Mail." It would be better if I could defend the Rocket Mail experiments from these short-sighted onslaughts in the words of a noted authority like Dr. H. E. Radasch, M.D., who discusses the Rocket Mail in the *Airmail Digest of America* :—

"While to a certain degree this phase of collection has been somewhat exploited by persons whose motives might readily be questioned, still the great mass of rocket material has been honestly produced and not for profit. Those engaged in this form of experimentation have mostly been without adequate funds and have been forced to depend upon friendly donations and their own pocket books. They have been motivated by an honest desire to develop these means of aerial transportation and while to the uninitiated their efforts seem futile and apparently charlatanic (so-called playing to the grand stand), much good has been done and much has been accomplished."

Thus, I as well as other European dealers firmly believe that Philately and these Rocket Mails will soon have a common interest, particularly when special Rocket Mail stamps have been issued and in several instances officially permitted to be used during the various firings. Also, I find that few consider the Rocket Mail as another periodical passing phase of Philately, but was not the same opinion expressed by the big guns and the Grand Moghuls of Philately in the past, about Air Mail stamps and First Flight covers? For to-day, none can deny that in spite of the hullabaloo created in the beginning by interested parties against Air Mail collecting, this interesting side-line of Philately has come to stay, and Aerophilately now claims a most important place in any first class philatelic exhibition. I feel that nothing else can suitably substantiate the arguments in favour of a Rocket Mail collection than unbiased Press opinion publicly expressed in different parts of the world on this subject and with this view, I take the liberty of placing before my readers the following extracts from few leading and well-known papers of the world.

**NINE BRIEF EXTRACTS SELECTED AT RANDOM  
FROM VARIOUS WORLD'S NEWSPAPERS, RELATING TO  
ROCKET MAIL EXPERIMENTS IN INDIA**

**1. "STAR OF INDIA." Calcutta, October 6th, 1934.**

The possibilities of the future are great, while of course, the experiments now being carried out are without any particular service in mind. Further, there is no reason why, for instance, from a given point mails cannot be shot down the valley from the Darjeeling cart road to Silguri, enabling Darjeeling to have a late-fee post an hour or two after the mail has left with the regular post.

**2. THE "DAILY TELEGRAPH," London, October 31st, 1934.**

The first Ship-to-Shore rocket mail in the world has been inaugurated in the lower reaches of the River Hooghly. A letter mail was rocketed 1,000 yards from a small steamer passing through the estuary, thus obviating the mail boat being delayed in dangerous shoal-infested waters.

**3. "CLEVELAND PLAIN DEALER," December 26th, 1934.**

India is looking forward to having a rocket post, by which the mail will be shot from place to place by projectiles. Experiments are now being carried out near Calcutta by S. H. Smith of the Indian Air Mail Society. Smith hopes in time to perfect a successful long distance rocket which would be of immediate usefulness to persons in remote spots where aeroplanes cannot land or take off.

**4. "STATESMAN," Calcutta, December, 30th, 1934.**

Souvenirs of India's first rocket post will undoubtedly find an honoured place in many Air Mail collections. Further research work is required in order to produce a more reliable rocket and when this is accomplished, there seems no reason why the Rocket Post should not be adopted as a normal means of transporting mail under certain conditions where the more ordinary methods are unsuitable.

**5. THE "AMERICAN WEEKLY," August 1936.**

The First Rocket Ship to carry Living Passengers

The Rocket Passenger Ship shot from fiction into reality the other day when one roared across the Damoodar River, India, at sixty miles a minute, safely landing its two passengers, one rooster

and one hen. It also carried 180 letters. This puts India, one of the world's least inventive nations, ahead even of America which usually heads the procession. The inventor of this record-making rocket is Stephen H. Smith of the British Interplanetary Society.

#### 6. THE "PHILADELPHIA INQUIRER," November 29th, 1936.

It may be only a few years when some one will point upward to a silver projectile streaking across the skies and say in a matter-of-fact voice, "There goes the six o'clock mail to San Francisco." That night he'll drop a letter, marked "Via Rocket Post," in his corner mail box, confident that it will reach its destination within a few hours. Illustrated elsewhere is a recent Indian rocket cover. The envelope was despatched in a telescopic rocket, invented by Stephen Smith, who is conducting experiments of this nature in India. It was one of the 106 covers carried. A snake, called Miss Creepy by its owner, was the only living thing in the rocket. An apple was also provided, in case the reptile needed sustenance for her "death-defying trip." The snake, the apple and the mail were untouched.

#### 7. THE "AMRITA BAZAR PATRIKA,"

Saturday, February 6th 1937.

The successful experiments of rocket mail transportation carried out at the All-India Boy Scouts Jamboree, Delhi, by the pioneer experimentator, Mr. Stephen H. Smith, have pushed forward the claim of rocket-post to the level of practicability in India in times of emergency. Not less than eleven different experiments were carried out at the Jamboree, the witnesses being thousands of scouts themselves. The last two experiments were conducted before Their Excellencies the Viceroy and Lady Linthgow, Lord and Lady Baden-Powell, His Excellency the Commander-in-Chief and his wife, and the members of the Viceroy's Executive Council, besides the boy scouts and at least ten thousand other spectators.

#### 8. "THE MECCANO MAGAZINE," England, September 1937.

In the earlier days of Rocket Mail, Austrian and German inventors held the stage; but in more recent years, main activities have moved on to other countries, Australia, Belgium, Holland and especially America and India. In the last-named country is a man who must surely be World Rocketeer No. 1, Mr. Stephen H. Smith, Hon. Secretary of the Indian Air Mail Society. Over 140 rockets have emerged from his workshop to take to the air with varying results, but always with a definite measure of success. Specially designed rockets have carried live fowl and even a live snake to test the effect of terrific acceleration on organic bodies. Wherever



Deputy Post Master hands the Mail to the Post Master to  
fill into the Rocket  
Sikkim, April, 1935



Flown Cover carried from Ray to Surumsa.  
Sikkim, 10th April 1935. Fired over the Ranakhal River.

rockets can be of use, Stephen Smith is to be found. A flood occurs, and a Smith Rocket bears food and medicine to the refugees. Every opportunity for technical development is seized with both hands, as the different types of projectile will indicate.

#### 9. "POPULAR FLYING," November 1938.

Stephen H. Smith, the world-famous experimenter in Calcutta, organized Nos. 164-166, Rocket flights in Alipore, all of which have been fired by Mr. Pratt-Johnson, the P.M.G., and Mr. Murtrie, the Presidency Postmaster. The successful experiments prove the importance for urgent messages in view of the consequences of monsoons, earthquakes, etc., etc.

However, many of my readers will be wanting to know how on earth a Rocket Mail system can be introduced to replace the present mail transportation methods which require so many halts at different places *en route* to unload the mails for various centres. Happily, it was through a queer twist of chance that this difficulty has been overcome by the achievement of one Colonel Boxer by his invention of double or "Step-rocket." The "Step-rocket" model is simplicity itself. Colonel Boxer proved by an experiment by placing two or more Rockets end to end in a case that the first Rocket would on ignition, carry the whole combined projectile in the air to the limit of its charge, when the second would become ignited, thus furnishing the impulse to travel further. Thus, in times to come, this "Step-rocket" experiments will undoubtedly be developed to an extent where a long series of Rockets will be used for a single flight and the whole distant journey be made in a similar manner as a Continental Railway Express in which the main driving power—the locomotive—is changed several times *en route*. Thus, even the worst sceptics will have to admit, however remotely, of the success that is ensured in future to the Rocket Mail methods of carrying mails in the coming generation, when the present civilization constantly demands speed and more speed in all kinds of transport.



Stephen Hector Taylor-Smith, commonly known to the world as Stephen Smith or Stevee Smith with one of his early Mail Rockets, now discarded.

## LIFE OF STEPHEN H. SMITH

INDIA has played in the past, and will continue to play its important role in the progress of Civil Aviation in future, and the part played by one of her sons must be placed on record for preserving his early efforts for the admiration by future posterity. Mr. Stephen Smith's name is known to all interested in Indian Air Mails, as a pioneer and historian for Aero-Philately in India, but few know that he is the indefatigable and the first experimenter of Rocket Mails in India. Stephen Hector Taylor-Smith, commonly known to the world as Stephen Smith or Stevee Smith, was born on 14th February 1891, at Strawberry Hill, Shillong, Assam.

His early youth was spent in dodging his private tutor and day-dreaming in the pine forests. It is interesting to note that his day-dreams were always connected with the flight of birds, and an unknown power transporting him to the tops of the hills without him using his legs.

In July 1903 he was packed off as a boarder to St. Patrick's High School, Asansol. In January 1911 he left St. Patrick's after completing his final examination, and his character certificate describes him as a model boy and a perfect athlete.

Smithy looks back with mixed feelings to a certain day when he and four other schoolmates attempted to transport live garden lizards on Rockets of their own construction, over the School swimming pool; unfortunately, only one Rocket rose up into the air and burst killing the lizard tied to it, the second Rocket burst at the

moment of lighting. On leaving school, Smith joined the Calcutta Customs, but after a short while his services were transferred to the Calcutta Police. While in the Calcutta Police he joined the College of Physicians and Surgeons as a private student. In 1915, on qualifying as a Dental Surgeon, he resigned the Calcutta Police and joined up during the 1914-18 war as a dentist.

In November 1918 he married Miss Fay Harcourt, has one son, Hector, who is now 23 years of age; but unlike his father Junior Smith takes no interest in Rocket Experiments.

Besides Rockets, India's experimenter takes the greatest interest in Botany and Ants. For ants, he possesses two special farms, one devoted to the large black variety, while the second is occupied by the common red ant. Each farm has its own feeding trough, rain shelters, store rooms, galleries, etc., etc.

Mr. Smith is also the author of the following books:—

1. Indian Airways, 1926. Part I. }
2. " 1927. Part II. } 1927.
3. The World Flier's Danger Zone, }
4. Indian Airways, 1930. Part III.

Besides the above, he has the following three manuscripts ready for publication:—

1. Indian Airways 100 Years Ago.
2. Rocket Transport in India.
3. Queer Birds of Aero-philately.

Mr. Stephen Smith has not half-heartedly ventured in making the Indian Rocket Mail experiments a complete success, and his many firings up-to-date not only prove his indefatigable efforts, but show the complete and remarkable progress achieved by him in making Rockets play their true part in all his experiments, viz., of carrying messages, foodstuffs, etc. In fact, Mr. Smith is the first

Rocket Mail experimentator to convey successfully in one of his Rockets, parcels of foodstuff, medicine, etc., and live-stock. The list of Rocket firings by Mr. Stephen Smith as published in the 'checked Price List' in part III of this book will give my readers, an idea of the tremendous efforts made by our pioneer in the direction of establishing India's claim as one of the first countries in the world to successfully use the services of Rocket transport for conveying food, medicine, etc., to places stricken down by floods, etc., and thus being inaccessible to ordinary transport means. Stevee Smith is one of the few who have taken steps to materialize their fantastic dreams and prove their utility, and it is but meet that I should record here the results of his efforts for future posterity.

## INDIAN POSTAL ADMINISTRATION

THOUGH the Indian Postal Department can have no comparison with British or American Postal Administrations, yet a sub-continent like India has a network of Postal organisation which can compare favourably with those of many other countries. The growth of Imperial Post Office, a name by which the British Post Offices are known even today in many of the Indian States, more or less began with the Act XVII of 1837, which Act conferred on the administrators of the East India Company the exclusive right of carrying letters in the territories of the Company. In 1854, by Act XVII of the same year, "postage stamps" were first introduced in India and the postage rates were fixed irrespective of the distance the letter was to be carried. But the present postal administration and the entire Indian postal system is based on Act VI of 1898.

With the firm and gradual increase of British power throughout India, the postal system was also strengthened and in the year 1877, the "parcel-post" and "C. O. D." (Cash on Delivery) facilities were introduced. In the next year, a further reform, namely, the acceptance of "insured" articles was introduced. Before 1880, Money Order and Savings Bank businesses were conducted by the District Treasuries, but they were both taken over by the Post-Office, Money Orders in 1880 and Savings Bank in 1885. In the year 1884, two further new improvements were made, viz, the sale of British Postal Orders in India and the introduction of "Postal Life Insurance". But in the present day, besides rendering the postal and telegraph services, the Indian Postal Administration pays the

pensions of its own retired employees and of certain military pensioners, sells quinine and even helps in purchasing salt !

An idea of the vast network of Indian postal organisation can be had from the following few facts:-

1. There are nearly 25,500 Post Offices in India with about 125,000 postal employees.
2. The yearly monetary transactions of the postal department amount to the colossal sum of Rupees 3,000,000,000 (3000 million).
3. In the last year, it carried 39 million registered articles and 43 million Money Orders amounting to over Rs. 800,000,000 were issued.
4. It also handled 19 million telegrams and 2,800,000 out-going "trunk" calls.
5. It collected over Rs. 160,000,000 for senders of the value payable articles, whereas its Savings Bank balance amounted to over Rs. 590,000,000 for the year 1940-41.

Before the last World War of 1914-18, the Indian Telegraph services, though owned by the State, was run by a separate department, but just before the last war it was amalgamated with the Indian Postal Department. The first telegraph experimental line was established in India in 1851 by Dr. W. O'Shaughnessy, Professor of Chemistry in the Calcutta Medical College. The telegraph line was constructed between Calcutta and Diamond Harbour and a few other places on the river Hooghly. These experiments being found satisfactory, the Board of Directors of the East India Company gave sanction to Lord Dalhousie to construct telegraph lines between Calcutta and Bombay via Agra, from Bombay to Madras and Agra to Peshawar. These lines were opened to traffic

in 1855 under the rules and regulations laid down in the Telegraph Act XXIV of 1854. The telegraph lines proved to be of inestimable value to Britishers in the days of the Indian Mutiny in 1857. Since then, nearly 110,000 miles of telegraph lines have been laid down, by which were conveyed 19 million telegraph messages in the last year.

This year, the Government of India erected a special Government Telephone Board and has acquired all the shares of the Bengal Telephone Corporation, 987 shares of the Bombay Telephone Company and over 70 per cent of the shares of the Madras Telephone Company. All these concerns are expected to be merged in the Indian Post and Telegraphs Department by 1943, in which year the Government of India had an option to take over these concerns in terms of the licenses given in 1881 to a private Company known as the "Oriental Telephone Company" which was founded for establishing telephone exchanges at Bombay, Karachi, Madras and Rangoon. These licenses will expire only in 1963, yet it was open to the Government to take over the companies existing in the above mentioned places in 1943 if so desired. The telephone system has developed beyond the imagination of many in the last five years and there are now direct telephonic circuits extending over a distance of nearly 1,500 miles for "trunk calls".

There is a tremendous scope of expansion for the postal department in India with the increased literacy that would follow the advent of a National Government in the next few years. At present the percentage of literacy in India is extremely low and the number of postal articles per head per annum is hardly 4 on an average for the total population. In the years 1925-26, the Government of India placed the accounts of the Indian Postal Department on a commercial basis and till recently the department was working at a tremendous loss. But, for the year ending 1940-41, the department showed a net

profit of Rs. 12,500,000. The profits for the current year are expected to reach a colossal figure of nearly Rs. 35,000,000, and yet the Government of India increased the postal rate for letters by 50 per cent within the short spell of eight months. To many the Indian Postal Administration would appear to be a commercial racket, particularly when one thinks of the uncalled for heavy increases enforced in the rates of postage for the simple reason of swelling the profits of the department!

To philatelists, the postal administration is hardly helpful unlike in other countries. No advance information is given for intended new postage stamps or if at all the information is given, it leaves hardly any sufficient time for a philatelic mail of "First Day Covers" to be prepared. On the several representations made by the author to the highest postal authority, a "Postal Philatelic Bureau" has been opened since 1941 at the G. P. O., Bombay, from where collectors can obtain current Indian stamps according to their requirements and it may be placed on record here that a Mr. Sawant who has been placed in charge of this Bureau is found on all occasions a most courteous and helpful official by all who have availed themselves of the services offered by this department. To me it appears that there is a very bright future awaiting philatelists in India as it is but natural that a National Government would be interested in the sales of Indian stamps to philatelists of the world by providing every possible facilities to collectors in India and abroad as afforded by almost all Governments in the world to their financial benefits. May my dreams come true in this respect, is my fervent hope!

## POSTAL MUSEUM AT NEW DELHI

VERY little is known to the Philatelists of the world about the official stamp collection of the Government of India and I therefore feel that a few notes about its contents will be read with interest by collectors of Indian stamps. To every Philatelist visiting Delhi, the capital city of India, I would earnestly recommend to spare some time to visit the Indian Postal Museum. It is at present situated in the Government Secretariat Buildings, Indian Postal Department and is valued at over Rs. 400,000/-. During its eighty years' career, the Indian Post Office had collected a very large number of postage stamps, some of which are of great value and interest. And as a result of the indefatigable efforts of Sir G. V. Bewoor, one of the Director Generals of Indian Posts and Telegraphs, this entire collection has now been arranged in Panels so as to be inspected with ease and in comfort. For a general information of the readers I am giving below some of the more important and interesting items of exhibits which are arranged in different Panels.

### **Scinde Dawk Stamps.**

It is but natural that I should describe first the First Indian Stamps issued in this country and these are to be seen in Panel No. 101 which contains the famous Scinde Dawk stamps issued by Sir Bartle Frere for use in the Province of Sind. This Panel also contains the famous "Lion and Palm Tree" designs as well as the red half anna stamps with  $9\frac{1}{2}$  arches. Though 900 sheets of these stamps were printed by the Survey Office at Calcutta by means of lithography, they were never used, as the stock

of the vermilion colour employed in the printing was exhausted. However, before the final acceptance, the design was changed to 8 arches and then executed in blue. Other denominations were soon issued, *viz.*, 1, 2 and 4 annas and were made available to the public on 15th September 1854 at Madras. These are exhibited in Panels Nos. 102-104.

### East India Issues

In 1855, the first stock of Indian stamps printed in England with an additional 8 annas value arrived in India. The designs were engraved on steel and stamps were printed on white unwatermarked paper by Messrs. De La Rue & Co., of London. These issues are exhibited in Panel No. 110. Messrs. De La Rue & Co., continued to supply the Indian stamps upto 1926, in which year the Government of India started the printing of stamps at the Security Printing Press, Nasik.

### Soldiers' Letters

The Panel No. 111 contains the most interesting phase of Soldiers' letters to the United Kingdom. Upto August 1855 these were allowed free, after which 9 pies was collected in cash for each letter. In 1860, 8 pies stamps were introduced in India for use on such letters. In this connection, it would be interesting to note that in 1854 the general postage rate to the United Kingdom was Rs. 1/4 an ounce ! This rate was reduced to 6 annas 8 pies *per tola via* Marseilles in 1863, which was the cause of issuing this freak value, now very scarce, though why on earth 6 annas or 7 annas rate was not adopted would remain a mystery for ever. In 1891, the rate was further reduced to 2 annas 6 pies and a new stamp of this denomination was prepared and issued.

### **Rare Electric Telegraphs**

Panel No. 112 contains the EXTREMELY RARE "ELECTRIC TELEGRAPH" STAMPS, which were issued for the use of "electric telegraph" instituted and developed in the early fifties of the 19th century. The earliest issues displayed in the collection are of the year 1869 and they bear double heads of the Queen. Special stamps for Telegraph were abolished in 1909.

### **King Edward VII Stamps**

Panel No. 114 contains stamps issued in the reign of K. Ed. VII with values upto Rs. 25/- as well as issues of the reign of K. G. V, which are distributed in Panel No. 115 also. In 1937, King George VI pictorial series were issued showing the different modes in use for conveying mails in India. This was the first time that pictorial stamps were issued in India for the regular series, as prior to this, commemorative or air mail stamps had been issued in the pictorial design for a temporary purpose only.

### **Official Stamps**

"Service" stamps for use on official correspondence first came into use in India in 1866. The public stamps were overprinted with the word "Service" at first in India and then in England. In 1874, the overprint was altered to "On H.M.S.", meaning "On Her Majesty's Service." These are exhibited in Panels Nos. 117-120. Again in 1912, the overprint was changed to "Service" which continues upto date except with a minor change that a special service set of values upto 8 annas is issued now for K. G. VI series, the higher values of Re. 1/- and over again being overprinted with the word "Service" for official use.

## Overprinted Indian Stamps

The most interesting part of the exhibit are the Panels Nos. 31, 33, 34 and 42 which contain Indian stamps overprinted for the use in countries like British East Africa, British Somaliland, Straits Settlements and Zanzibar.

### Errors and Proofs

Panels Nos. 103, 107, 108 and 113 contain the errors, rare proofs, etc. Of particular interest are the blue proof panes of half anna and 4 annas denominations which are unique; NO OTHER COPY EXISTS IN THE WHOLE WORLD. In errors, the famous "Head Inverted" variety, Cat. £.250/- and the "Double impressions" are exhibited.

### British Empire Stamps

Panels Nos. 1 and 5 contain stamps of the British Empire which were received in the usual course from the Universal Postal Union at Berne, and the collection is quite a representative and valuable one. It naturally includes the first stamp issued in the world, *viz.*, the famous Penny black, of which philatelists all over the world have celebrated the "Centenary" on 6 May 1940. There is also exhibited the rare I. R. Official stamp of £1/- denomination, now quoted at £200/-.

### Indian Air Mails

Lovers of Indian First Flight Covers will find two Panels full of them. The collection contains all Indian First Flight Covers, commencing with the rare autographed card of Allahabad 1911 flight valued at £20/- and all other subsequent flights fully described. This entire Indian air mail covers collection is the gift to the Indian Postal Museum from the author.

## THE BOMBAY PHILATELIC EXHIBITION

THE only Philatelic Exhibition worth its name ever held in India was on the occasion of a visit to India of His Royal Highness, the Duke of Windsor, who visited India in 1921-22 as the Prince of Wales. The Exhibition was held in Bombay at the Prince of Wales Museum from the 21st to 28th November 1921. The stamps were exhibited in over fifty large frames accommodated in the centre of the Picture gallery. Sir Norman C. Macleod was the President of the Organisation Committee, Mr. K. H. Cama, the Hon. Treasurer and Capt. E. M. Gilbert Lodge, the Hon. Secretary. A gold medal each was awarded for the best exhibit of British India stamps to late Dr. K. D. Cooper and for the best general collection to late Khan Bahadur B. D. Pudumji. Through the good offices of Mr. Sams, the then Postmaster General in Bombay, a section of the Government of India official collection was also exhibited.

In the last two decades there has not been any Philatelic Exhibition - even in Bombay, the Mecca of Philatelists in India - and even the 1921 Exhibition owed its success to India's one time most active collector, Mr. K. H. Cama, F.R.P.S.L. The 'Philatelic Journal of India', the official organ of the Philatelic Society of India, has chronicled in this connection in its issue of January 1922, "Where all worked so hard and so zealously, it is almost invidious to mention names, but it is only right to say that the heart and soul of the exhibition was Mr. K. H. Cama, at whose suggestion and on whose assurance of assistance, financial and otherwise, the exhibition was launched. He undertook the responsibility for the sinews of war, and without his co-operation the enterprise would have failed completely." I wish the old man was a collector still!

## STAMP TRADE IN INDIA

IT was in the year 1931 that *'The Philatelic Trader'* published an article under the caption of *'Stamp Trade in India'* written by me in its issues of March and April 1931. In this article I had lamented regarding the very poor philatelic activities, both amongst stamp dealers and collectors in India. Since then a decade has passed and yet a meagre progress has been achieved in the realm of philately in this sub-continent. In 1931, even in Bombay - the Mecca of Philatelists in India - there was not a single 100 square feet office of a stamp dealer, whereas there were not even half a dozen active dealers worth the name. Even today in Bombay there are hardly ten philatelic dealers out of which only three have decent large offices, the largest one being that of the author as it occupies over 2,100 square feet. The others have small establishments on the pavements or in street corners like small tobacconists' shops in England. In Calcutta there are several dealers, yet very few have regular established offices where collectors can inspect stamps with comfort and leisure. One of the oldest dealers in Calcutta, Mr. P. C. Ghosh runs his business under the well-known name of his firm, the "Stamp-World". Mr. Ghosh has always been an enterprising dealer at Calcutta and he recently started Philatelic auctions and has already achieved a considerable success in his new enterprise. Besides Bombay and Calcutta stamp dealers, there are hardly a dozen other dealers in the other parts of India. The reasons for such poor activities are not far to seek. In India, there is very little philatelic publicity and most of the dealers content themselves by giving short advertise-

ments in the classified columns of daily papers. Even philatelic publications are only two, viz., *'The India's Stamp Journal'* edited and published by the author and the *'Philatelic Journal of India'*, the official organ of the Philatelic Society of India. No business or a cause can thrive without adequate publicity and so there is no wonder that philately has not gained a momentum as yet in India. However, it cannot be denied that it is indeed showing a very slow but sure progress all round. When the author took up the editorship and publication of the *'India's Stamp Journal'* in October 1940, there were not even 200 subscribers on the roll. But within less than two years the number of subscribers has increased to over three-fold and today 750 copies of this monthly Journal are printed every month. Further in January 1942, a new Philatelic Society, viz., The Empire of India Philatelic Society was founded under the Presidentship of India's leading collector, Sir S. D. Saklatvala, Kt., and within six months of its inception it has brought under its banner over two hundred active collectors from all over India, Burma and Ceylon.

Besides lack of philatelic activities, there is another cogent cause which has been responsible for lack of philatelic interest in India and for Indian stamps among collectors of the world. Already, the famous philatelic author Mr. W. E. Fyndem has discussed this cause as far back as in 1934 in the columns of the *'Stamp Collecting'*, and it still stands today. I believe my readers must have already guessed this cause, to wit, the uniformity of stamp issues for decades without a change in design etc. Mr. Fyndem wrote in 1934, "To put the matter into a nutshell, nearly all of your Empire stamps are too common, too easily acquired, and too uniform in design to intrigue those who like a little difficulty infused into their hobby and those who crave for variety. Whether you like it or not, there is no getting away from the fact that there is a rapidly developing tendency towards the aesthetic in stamp collecting. And there is a call for something

more than just pictures. The cry to-day is "Give us works of art," and it is not going up in vain. Early Indians in fine condition will always sell well, because, as I have said, the specialists are after them, and supplies of first-class copies are not too abundant. But, for the reasons I have given, the market in the Empire issues is weak in the extreme. For a time the Delhi set looked as if it might do well, but demand never exceeded supply, and now, I fear, they are precious little better than the rank and file. In these days of super-pictorials they do not show up strongly. I would that I could be more optimistic as to their future." How true have been the words of this philatelic prophet? Till India issued its pictorial Jubilee set in 1935 to be followed by a permanent pictorial series in 1937 the inquiries for Indian stamps from abroad were negligible. But today, the wholesale stamp trade in India has developed beyond imagination - thanks to these 'pictorial' stamps - and has also made many Indians join the rank of stamp collectors in India. However, the stamps of Indian States also have regularly damped the enthusiasm of many collectors of India and Indian States. I can again quote Mr. Fyndem with advantage in this connection: "Speaking for myself, I have always had a sneaking regard for the overprinted stamps of the Native States, and considering what a nice compact little group they make, it always surprises me that more attention is not devoted to them. They are full of interest, and apart from the rare varieties, some of the straightforward items are remarkably difficult to find. My leanings, however, do not seem to be shared by present-day collectors, for, to my regret, it has to be written that the overprinted States are sadly neglected, and supplies are adequate to meet all demands.

It is possible, I think, to understand why the Feudatory States get little or no support from stamp collectors. Admittedly, they are full of philatelic points, but for the man-in-the-street that attribute has no attraction at all. He demands something simple and straightforward, something that he can recognise at once, and if it is pleasing to look upon, so much the better. He considers that life is too short to grapple with the unintelligible, and so he gives most of the Feudatory States stamps a miss-in baulk.

You can't blame him. After all, stamp collecting is his hobby and he doesn't like to feel that it is a tax upon him. And so, when he gets a stamp which talks to him in his own language,

and another which is so "Greek and Hebrew" to him that he doesn't even know when he has it the right way up, he naturally chooses the former. True, one or two of your States have lately indulged in pictorials, over which no mistake can be made, but, for the most part, their designs are uninspiring and their production leaves a good deal to be desired.

At any rate, their tonic properties have not been very great and they have not been of any benefit to their less intelligible predecessors. The market in all issues is woefully slack, and I cannot honestly say that I see any prospect of a material improvement. Large and fairly comprehensive collections of the Native States come along from time to time, and they go for the proverbial song with almost unfailing regularity. Supplies may be, and in some cases are, definitely limited, but, even so, they are equal to the demand."

The stamps of Indian Feudatory States have always proved a difficult problem in all respects besides having earned the reputation of being the "*ugliest*" on many occasions. The stamps of Jammu and Kashmir have always given me a headache as they have done to many others and thus the Indian Feudatory States group has been definitely given a "miss in baulk" by almost fifty per cent of the collectors even in India. The few that have ventured to collect this formidable group content themselves with simple issues of various States or with the later pictorial issues of many States. There is yet one more reason why this group is more or less despised by collectors. Who has forgotten the famous "Charkhari and Orchha" raps perpetrated on collectors by speculators through the indirect connivance of the authorities? The fancy overprints on the stamps of Bundi and Kishengarh States have also in no small measure helped this general boycott of Feudatory States' stamps by philatelists of the world.

To all these depressing causes there is still one which is giving fillip to an increase in philately in India, viz, more and more Indians, are taking to

stamp collecting and particularly of collecting Indian stamps. And once again the philatelic prophet, Mr. Fyndem has been right in his prophetic predictions as regards future of philately in India. He had predicted: "If you Indians could only convert yourselves into stamp collectors, such as are to be found in South Africa, Canada, Australia and elsewhere in the British Empire, the position might soon become very different, for you would inevitably concentrate on the home product. But, as you know, philately is scarcely rampant even in your big cities, while farther afield it is, to all intents and purposes non-existent. And while that state of affairs prevails, the enormous output of your stamps must exceed their consumption by collectors. I am sorry to be so depressing, but truth will out."

Well, I can today say with some confidence derived from actual stamps business experience that the future seems to me to be more brighter than it was a decade ago. The popular stamp sales introduced by my firm as a regular feature of my business activities have brought in many investors to the fold of philately in India. The very fact that bids for these auction sales are received from practically every nook and corner of India in itself proves that philately has now spread throughout the length and breadth of India. Even the war has been the cause of large scale investments in stamps by Indians and this in turn has created a healthy increase in philatelic business and activities in India. When the present turmoil is over and the good old days return enabling Indian dealers and collectors to have business dealings with the outside world as in the peaceful days before, philately in India will show a tremendous progress if the present trend is an indication of the future activities. This is all I can say at present.

STAMPS OF QUALITY  
OUR SPECIALITY

FOR  
"WORLD" STAMPS  
PLEASE TRY

YOUR SATISFACTION  
OUR ASSET

## "STAMP WORLD"



We are always ready-cash buyers of collections, duplicates and classic rarities, specially early issues of British India, Great Britain, Canada, Cape and Ceylon. Also Airmails, Jubilees, etc.



FOR YEARS WE HAVE ESTABLISHED A REPUTATION OF BUYING SINGLE RARITIES AT HIGH PRICES WHICH NO OTHER FIRM IN CALCUTTA CAN CLAIM.

Have you got any such items to offer?

If so,

Please call, write or phone us.



## STAMP WORLD

(Philatelic Auctioneers, Dealers in and  
importers of Postage Stamps of the World)

7, HOSPITAL STREET,  
CALCUTTA.



Phone : Cal. 557

PART III

A genuine attempt is made in this part to quote the prices of Indian, Convention States' stamps, Indian Air Mails and Rocket Mails, at which prices they can be *definitely* obtained either in the Indian Stamp Market or in London, the *Mecca* of stamp trade in the world.

# A CATALOGUE OF PRICES FOR INDIAN STAMPS

SCINDE DAWK



1 JULY 1852 Embossed.

S. G. No.	Mint Rs. As.	Used Rs. As.
81	200 0	50 0
82	300 0	90 0
83	...	900 0

## GENERAL ISSUES

Under the Honourable East India Company.



APRIL 1854

1 150 - 0



1 Anna Die I

1 OCT. 1854

S. G. No.	Mint Rs. As.	Used Rs. As.
2	15 0	5 0
3	25 0	6 0
4	15 0	6 0
5	30 0	10 0
5a	75 0	20 0
5b	60 0	15 0
5c	50 0	15 0
5d	Rs. 10 - to Rs. 150/-	



1 Anna Die II

6	20 0	20 0
7	20 0	20 0
7a	75 0	75 0
7b	Rs. 30 - to Rs. 200/-	



1/2 Anna : Die III

S. G. No.	Mint	Used
	Rs As	Rs As
8	175 0	18 0
8a	130 0	18 0
9	175 0	25 0
10	150 0	25 0
10n	..	50 0
10b	Rs 30/- to Rs. 200/-	



1 Anna : Die III

S. G. No.	Mint	Used
	Rs. As.	Rs As
15	150 0	40 0
16	150 0	40 0
16a	Rs. 60/- to Rs. 150/-	



1 Anna : Die I

11	50 0	15 0
12	50 0	12 0
12a	Rs. 25/- to Rs. 60/-	

4 Annas : Die I  
25 OCT., 1854

17	400 0	100 0
18	..	80 0
18a	..	2000 0
18b	..	150 0



1 Anna : Die II

13	15 0	10 0
14	12 0	10 0
	Rs 25/- to Rs. 60/-	



4 Annas : Die II

19	300 0	75 0
20	300 0	75 0
20a	..	
20b	Rs. 100/- to Rs. 200/-	



2 Annas

6 OCT., 1854: Import

S. G. No.	Wide Setting : Die III		S. G. No.	Mint		Used
	Mint	Used		Rs.	As.	
21	500 0	100 0	31	22	0	32 0
			32	15	0	8 0
			33	25	0	10 0
4 Annas, Close Setting : Die III			34	..		30 0
22	200 0	60 0				
23	150 0	50 0				
24	200 0	60 0				
24a	Rs. 70/- to Rs. 100/-					
4 Annas : Medium Setting : Die III						
25	400 0	100 0				
26		100 0				
26a	Rs. 150/- to Rs. 250/-					

Prices of used 4 Annas pairs

S. G. Nos.	Rupees
17	500
18	500
19	300
20	300
21	500
22	200
23	200
24	200
25	500
26	500

OCT., 1855: No wmk: Perf. 14

On Blue glazed Paper

35	20	0	5	0
35a	..		..	
35b	..		150	0
36	20	0	6	0
36a	..		..	
36b	..		175	0

1856-64: No wmk.

37	4	0	0	8
37a	50	0	100	0
38	4	0	0	8
39	7	0	1	0
39a	..		..	
39b	125	0	..	
39c	..		..	
40	5	0	1	0
41	35	0	7	0
41a	..		..	

\*Serrated Perf. about 18 or pin-perf.

27	..	..
28		
29		
30		

(\* These are rarely found.)

S. G. No.	Mint		Used		9 MAY 1860 : No Wmk.		
	Rs.	As.	Rs.	As.	Rs.	As.	
42	15	0	2	0			
42a	75	0					
43	15	0	3	0			
44	25	0	3	8			
44a					51	40	0
45	15	0	1	8	52	3	0
45a			150	0	52a	200	0
45b	125	0	150	0	52b	5	0
46	15	0	0	12	53	2	0
47	50	0	10	0			
48	15	0	5	0			
49	15	0	5	0			
49a			175	0			

Prepared for use, but not officially issued.

50	50	0	100	0
50a	50	0	..	..



1865 : Wmk. Elephant's Head

54	3	0	0	2
54a	..	..	125	0
55	1	0	0	2
56	3	0	2	4
57	5	0	3	0
58	3	0	0	4
59	1	0	0	2
60	2	8	0	2
61	7	0	1	0
62	10	0	0	6
62a	..	..	250	0
63	5	0	0	6
64	25	0	7	0
65	75	0	18	0



28 JUNE 1866 : Perf. 14 (at sides only)

S. G. Nos.	Mint		Used	
	Rs.	As.	Rs.	As.
66	50	0	15	0
67	..	..	..	..
68	80	0	20	0



SEPT., 1866-67 : Perf. 14

S. G. No.	Mint		Used	
	Rs. As.	Rs. As.	Rs. As.	Rs. As.
69 Die I	5 0	0 1		
70 Die I	5 0	0 4		
71 Die II	4 0	0 4		

1871 : (Die II)

S. G. No.	Mint		Used	
	Rs. As.	Rs. As.	Rs. As.	Rs. As.
75	1 0		0 1	
76	1 0		0 1	



1871 : Perf. 14

72	10 0	7 0
72a	100 0	..

77	3 0	3 8
78	3 0	1 0
79	7 0	1 0



OCT. 1871 : Perf. 14

JAN., 1868 : New Die (Die II)		
73	5 0	1 0
74	7 0	1 8

80	3 0	1 8
81	1 8	0 6
82	3 8	3 8

Inscription changed from  
"East India" to "India"



1882-88 Wmk. Star : Perf. 14

O.	Mint Rs. As.	Used Rs. As
84	0 2	0 1
85	0 2	0 1
85a	55 0	
86	0 8	0 8
87	0 5	0 8
88	0 4	0 1
89	0 3	0 1
90	0 6	0 4
91	0 6	0 1
92	0 8	0 1
92a	125 0	125 0
93	3 0	0 8
94	0 8	0 2
95	1 0	0 2
96	0 8	0 2
97	2 0	1 8
98	2 8	0 12
99	1 8	0 4
100	2 0	1 0
101	2 8	0 12

JAN., 1892-97 Perf. 14

S. G. No.	Mint Rs. As	Used Rs. As
103	0 6	0 2
104	0 12	0 2
105	3 8	0 12
106	2 8	0 4



1895 \* Perf. 14

Surcharged 2½ Annas	107	3 0	2 0
1 J.A.N., 1891 * Surcharged	107a	3 0	2 0
102 0 8 0 6	108	3 8	2 8
	109	8 0	7 0



1898 : Surcharged 4

## STAMPS OF K. EDWARD VII

S. G. No.	Mint Rs. As.	Used Rs. As.
110	0 1	0 1
110a	50 0	..
110b	..	..



1899 : Perf. 14

111 0 1 0 1

S. G. No.	Mint Rs. As.	Used Rs. As.
119	0 2	0 1
120	0 1	0 1
121	0 3	0 1
122	0 2	0 1
123	0 2	0 1
124	0 10	0 1
125	0 8	0 1
126	0 12	0 1
127	1 0	0 2
128	0 12	0 2
129	1 0	0 2
130	1 8	0 6
131	2 0	0 12
132	1 8	0 12
133	1 8	0 4
134	1 8	0 4
135	1 8	0 8
136	2 0	0 4
137	7 0	0 8
138	4 0	0 12
139	4 0	0 12
140	6 0	3 0
141	6 0	3 0
142	8 0	4 0
143	10 0	4 0
144	15 0	6 0

1900 : Colours changed. Perf. 14

112	0 2	0 1
113	0 4	0 1
114	0 3	0 1
115	0 3	0 1
116	1 4	0 3
117	1 4	0 2
118	1 4	1 0

1905 : Surcharged 4

148	0 1	0 1
148a	..	75 0



1906 Perf. 14

S. G. No.	Mint		Used		S. G. No.	Mint		Used	
	Rs	As	Rs	As		Rs	As	Rs	As
149	0	1	0	1	170	0	12	0	8
150	0	3	0	1	171	0	8	0	2
					172	0	8	0	1
					173	0	8	0	1
					174	0	10	0	1
					175	0	10	0	2
					176	0	12	0	3
					177	0	12	0	3
					178	0	12	0	3
					179	0	12	0	3
					180	1	8	0	3
					181	1	0	0	2
					182	1	4	0	2
					183	2	0	0	3
					184	1	8	0	3



Stamps of K. G. V.

DEC., 1911-22 Perf. 14

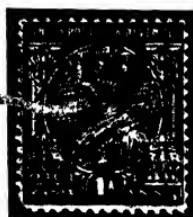
151	0	2	0	1	185	1	12	0	2
152	0	2	0	1	186	1	12	0	2
153	0	2	0	1	187	3	0	0	4
154	0	2	0	1	188	7	0	0	12
155	0	1	0	1	189	12	8	2	8
155a	50	0			190	20	0	4	8
156	0	1	0	1	191	30	0	8	0
159	0	3	0	1					
160	0	2	0	1					
161	0	3	0	1					
162	0	3	0	1					
163	0	4	0	1					
164	0	5	0	2					
165	0	6	0	4					
166	0	4	0	1					
167	0	4	0	1					
168	0	8	0	1					
169	0	8	0	1					



A variety of the 3 pies exists with line joining "P" and "S" of value at right, sometimes described as "3 Rs."

Available at Rs. 2/- mint or used

S. G. No.	Mint Rs. As.	Used Rs. As.
217	15 0	1 8
218	20 0	12 0
219	30 0	10 0



1921 : Surcharged NINE PIES

S. G. No.	Mint Rs. As.	Used Rs. As.
192	0 2	0 1
192a	15 0	25 0
192b	15 0	25 0
192c	50 0	
193	0 2	0 1
194	0 3	0 2

1922 : Surcharged 1

S. G. No.	Mint Rs. As.	Used Rs. As.
195	0 1	0 1
195a	8 0	10 0

S. G. No.	Mint Rs. As.	Used Rs. As.
196	0 1	0 2

1922-26 : Perf. 14

S. G. No.	Mint Rs. As.	Used Rs. As.
197	0 2	0 1
198	0 8	0 2
199	0 8	0 2
200	0 12	0 2

1926-33 : wmk. Multiple Stars  
Perf. 14

S. G. No.	Mint Rs. As.	Used Rs. As.
201	0 1	0 1
202	0 1	0 1
203	0 3	0 1
203a	1 4	1 8
204	0 4	0 2
205	0 6	0 3
206	0 4	0 1
206a	2 0	2 8
207	0 4	0 1
208	0 8	0 1
209	0 8	0 1
210	0 8	0 1
211	0 8	0 1
212	0 12	0 1
213	1 0	0 1
214	2 0	0 1
215	3 0	0 4
216	8 0	0 12

\*



### AIR STAMPS

22 OCT., 1929 . Perf. 14

220	0 8	0 3
221	0 8	0 6
222	1 0	0 6
223	1 4	0 8
224	1 8	1 0
225	2 0	2 0

### INAUGURATION OF NEW DELHI



9 FEB., 1932 . Perf. 14

226	.0 2	0 2
227	0 3	0 2
228	0 3	0 2
229	0 8	0 6
230	0 12	0 8
231	2 8	2 8

1942-46 Perf 14

S. G. No.	Mint		Used	
	Rs.	As.	Rs.	As.
232	0	1	0	1
233	0	2	0	1
234	0	3	0	1
235	0	3	0	1
236	0	12	0	3
236a	0	6	0	1
236b	0	8	0	2
237	0	8	0	1
238	0	10	0	1
239	1	0	0	4



## SILVER JUBILEE



S. G. No.	Mint	Used
	Rs. As.	Rs. As.
251	0 3	0 1
252	0 4	0 2
253	0 5	0 1
254	0 6	0 2
255	0 6	0 1
256	0 8	0 2
257	0 10	0 2
258	1 0	0 4
259	1 2	0 1
260	2 4	0 4
261	5 10	0 12
262	11 4	2 0
263	16 0	12 0
264	27 0	10 0

6 MAY 1945 : Perf 14

240	0	1	0	2
241	0	2	0	2
242	0	2	0	1
243	0	2	0	1
244	0	6	0	6
245	0	8	0	8
246	1	8	1	0

## K. G. VI STAMPS



## NEW ISSUES



Owing to War exigencies the Government of India discontinued issuing large pictorial stamps as a measure of paper economy and the following values in small size were issued in new designs.

265	0	1	0	1
266	0	1	0	1
267	0	1	0	1
268	0	2	0	1
269a	0	2	0	1

23 AUG. 15 DEC 1947

247	0	1	0	1
248	0	1	0	1
249	0	2	0	1
250	0	2	0	1

(Nos 266 and 269a refer to new 1 anna and 1½ annas)



S. G. No	Mint Rs As	Used Rs As
270	0 2	0 1
271	0 4	0 1
272	0 5	0 1
273	0 5	0 1



274	0 8	0 1
275	0 10	0 1
276	0 14	0 2
277	1 8	0 8

S. G. No.	Mint Rs As.	Used Rs. As
502a	.	.
503	.	20 0
504	.	20 0
505	2 0	5 0

## wmk Elephant's Head

506	35 0	5 0
507	35 0	6 0
507a	.	.
507b	.	75 0
507c	.	75 0
508	30 0	7 0
509	30 0	7 0
509a	.	75 0
509b	.	75 0
510	15 0	12 0
511	12 0	10 0
511a	.	.
511b	.	.
512	12 0	10 0
512a	.	200 0
513	120 0	30 0

## J. T. V., 1872

514	10 0	12 0
514a	100 0	150 0
514b	100 0	150 0

(Reprints of No. 514 have been made but are on no watermarked paper).

## OFFICIAL STAMPS



Overprinted 'Service'		
1 AUG., 1866:	No	14
501	15	0
502	15	0



1866, Thick Blue glazed Paper		
515	50 0	40 0



S. G. No.	Mint	Used
	Rs As	Rs As
516	125 0	75 0
517	250 0	175 0
518	700 0	300 0



1867 : On Blue-coloured Paper

S. G. No.	Mint	Used
	Rs. As	Rs. As
519	50 0	15 0
519a	250 0	



1867 : Overprinted Service

S. G. No.	Mint	Used
	Rs As	Rs As
520	7 0	0 8
521	5 0	0 8
522	40 0	10 0
523	7 0	0 8
524	6 0	0 4
525	7 0	1 0
526	3 0	0 12
527	2 8	0 3
528	2 0	0 8
529	1 0	0 2
530	2 0	0 8
530a	2 8	0 12



Prepared for use but not issued

S. G. No.	Mint		Used Rs. As.	1906
	Rs.	As.		
530b	50	0	..	566 0 1

1874-82 Overprinted H. S. On M.

531	1	4	0	1
532	1	4	0	2
533	1	0	2	0
533a	4	0	2	0
534	1	8	9	8
535	2	0	2	0

Overprinted in blue-black

536	50	0	3	0
537	..	..	10	0

1883-99 wmk. Star

537a	0	3	0	2
538	0	3	0	1
538a			75	0
539	0	3	0	1
540	0	2	0	1
540a	75	0	80	0
540b				
541	0	2	0	1
542	1	0	0	1
543	0	1	0	1
544	0	8	0	1
544a	0	8	0	1
545	2	0	0	6
546	0	12	0	2
547	1	8	0	8
548	1	4	0	4



1912 K. G. V.

541	0	2	0	1
542	1	0	0	1
543	0	1	0	1
544	0	8	0	1
544a	0	8	0	1
545	2	0	0	6
546	0	12	0	2
547	1	8	0	8
548	1	4	0	4
549	0	8	0	1
549a	0	8	0	1
550	0	4	0	1
550a			100	0
550b			100	0
551	2	0	0	2
552	2	0	0	2
553				
554				
555				
556				
557				
558				
559				
560				
561				
562				
563				
564				
565				
566				
567				
568				
568a				
569				
570				
570a				
571				
572				
573				
574				
575				
576				
577				
578				
579				
580				
581				
582				
582a				
583				
584				
585				
586				
587				
588				
589				
589a				
590				

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

100 0

S. G. No	Mint Rs. As.	Used Rs. As.
591	1 4	0 2
592	2 8	0 8
593	6 0	2 0
594	12 0	6 0
595	18 0	10 0
596	30 0	20 0



	1921	1922
597	0 2	0 2
598	0 2	0 1



	1925
599	1 8
600	6 8
601	3 0
601a	25 0
602	5 0
603	2 8
603a	125 0

	1926
604	250 0

S. G. No	Mint Rs. As	Used Rs. As
605	0 4	0 3
606	0 3	0 2
607	0 3	0 3
607a	25 0	0 3
608	0 8	0 4

	1926-31
609	0 1
610	0 1
611	0 2
612	0 3
613	0 5
615	0 12
616	1 0
617	1 4
618	2 8
620	12 0
	5 0

	1930
625	1 0
	0 8
	1932-36
626	0 1
627	0 2
627a	0 2
628	0 2
629	0 4
630	0 3
630a	0 3
631	0 4
632	0 5
633	0 12
	0 6

1937-39 - K. G. VI

	1937-39 - K. G. VI
635	0 2
636	0 2
637	0 2
638	1 4
639	2 8
640	5 8
641	12 0
	5 0

FOR USE WITH THE CHINA  
EXPEDITIONARY FORCE.



MAY 1939

1900

S. G. No	Mint		Used		S. G. No	Mint		Used	
	Rs	As	Rs.	As.		Rs.	As	Rs.	As.
642	0	2	0	2	C1	0	2	0	2
					C2	0	2	0	2
					C3	0	3	0	4
					C4	0	12	1	0
					C5	1	0	1	8
					C6	0	12	1	0
					C7	0	12	1	0
					C8	1	0	1	4
					C9	1	8	2	8
					C10	2	0	2	8



Prepared, but not issued

C10a 25 0

THE NINETEEN

190

## NEW VALUES

1000

11 Anna 0 1 0 1 0 21 0 0 0 8  
11 Anna 0 1 0 1 0 21 0 0 0 4  
11 Anna 0 1 0 1 0 21 0 0 0 4

1911-21: K. G. V

S. G. No	Mint		Used	
	Rs.	As	Rs.	As
C23	0	2	0	3
C24	0	2	0	3
C25	0	3	0	4
C26	0	8	1	0
C27	0	12	1	0
C28	0	12	1	0
C29	1	0	1	8
C30	1	8	2	8
C32	2	0	3	0
C33	3	0	3	0
C34	15	0	25	0

FOR USE WITH INDIAN EXPEDITIONARY FORCES.

1914-22



I. E. F.

S. G. No.	Mint		Used	
	Rs.	As	Rs.	As
E1	0	1	0	1
E1a	0	0	0	0
E1b	5	0	5	0
E1c	5	0	5	0
E2	0	1	0	1
E2a	5	0	5	0
E3	0	2	0	2
E3a	5	0	3	0
E4	0	2	0	2
E5	0	3	0	3
E5a	15	0	15	0
E5b	20	0	20	0
E6	0	4	0	8
E6a	15	0	20	0
E7	0	4	0	6
E7a	20	0	20	0
E8	0	6	0	8
E8a	20	0	20	0
E9	0	12	1	4
E9a	25	0	25	0
E10	3	0	4	8
E11	1	8	2	0
E11a	25	0	25	0
E12	3	0	3	8
E13	2	9	2	5

# STAMPS OF INDIA OVERPRINTED FOR USE IN INDIAN STATES

INDIAN CONVENTION STATES		S. G. No.	Mint Rs As	Used Rs As
CHAMBA STATE			1900 1	
		33	0 2	0 3
		34	0 3	0 4
		35	0 4	0 4
		35a	0 12	0 3
		36	0 12	0 3
		37	0	0
Variety - Overprint inverted				
		38	40 0	..
1886 95 . Head of Queen Victoria overprinted 'Chamba State' in black		1903 5	Head of King Edward VII	
		39	0 2	0 2
		40	0 12	0 12
		41	0 12	0 12
		42	0 3	0 3
		43	0 3	0 12
		43a	0 8	0 8
		44	0 10	0 12
		45	0 10	0 12
		46	0 12	0 12
		47	1 0	1 0
		47a	1 8	1 0
		48	1 8	1 8
		49	1 8	1 0
1886 95 . Head of Queen Victoria overprinted 'Chamba State' in black		1907	Nos. 149 and 150 of India	
		10	0 12	0 12
		11	0 12	0 12
		12	0 12	0 12
		13	2 0	2 8
		14	2 8	2 8
		15	3 0	3 0
		16	1 0	1 4
		17	1 8	2 0
		18	15 0	15 0
		19	1 8	1 8
		20	25 0	..
		21	25 0	..
TE The varieties S. G. Nos. 23-42d are come on the market frequently whenever they are offered for sale, they are between half to two-third of S. G. alone prices		1913	Head of King George V	
		52	0 1	0 1
		53	0 1	0 2
		54	0 3	0 3
		54a	0 3	0 3
		55	0 6	0 8
		57	0 8	0 8
		58	0 6	0 8
		59	0 6	0 12
		60	0 12	1 0
		61	0	1 4
		62	0	1 8

## CHAMBA



1921 : No. 192 of India

S. G. No.	Mint Rs As.	Used Rs As.
63	1 8	2 0
1922-27 New Values		
64	0 3	0 4
65	8 0	12 0
66	0 4	0 6
67	0 12	1 0
68	0 12	1 0
69	0 12	1 0
70	1 4	2 0

## CHAMBA STATE



1927-37

71	0 1	0 1
72	0 1	0 2
73	0 2	0 2
74	0 2	0 2
74a	0 4	0 6
75	0 3	0 3
76	0 4	0 4
77	0 4	0 4
78	0 8	0 12
79	0 6	0 6
79a	7 8	7 8
80	0 12	0 12
81	1 0	1 8
82	1 8	1 8

1935-36

No	Mint Rs. As.	Used Rs. As.
83	0 2	0 2
84	0 2	0 2
85	0 4	0 4
86	0 6	0 6
87	0 6	0 6
1938 King George VI		
88	0 1	0 1
89	0 1	0 1
90	0 2	0 2
91	0 2	0 2
92	0 3	0 3
93	0 4	0 4
94	0 5	0 5
95	0 5	0 5
96	0 6	0 6
97	0 8	0 8
98	0 12	0 12
99	1 0	1 0
100	1 4	1 4
101	2 8	2 8
102	5 12	5 12
103	11 4	11 4
104	17 6	17 6
105	28 0	28 0

## OFFICIAL STAMPS



1886-98 : Head of Queen Victoria

01	0 3	0 1
02	0 8	0 4
03	0 3	0 2
04	0 8	0 4
05	0 6	0 3
06	1 0	0 5
07	2 8	1 2
08	0 10	0 6
09	1 0	1 4
010	1 8	1 0
011	5 8	2 7
012	1 8	1 8
013	1 12	2 0
014	8 0	10 0
015	10 0	12 0
016	5 8	7 8

NOTE The varieties S.G. Nos. 017-028c hardly come on the market frequently. Whenever they are offered for sale, they fetch between half to two-thirds of S.G. Catalogue prices.

S. G. No.	1914	Mint	Used
		Rs. As.	Rs. As.
055		10 0	15 0
056		12 8	25 0

1902 4

S. G. No.	Mint	Used
	Rs. As.	Rs. As.
029	0 3	0 3
030	2 4	0 4
030a	0 3	0 3
031	0 4	0 6
032	2 8	3 0

1903 5. King Edward VII

033	0 12	0 3
033a	0 1	0 1
034	0 2	0 2
035	0 3	0 3
036	0 8	0 8
037	0 6	0 3
038	0 10	0 10
039	1 2	1 4
040	1 4	1 8
042	1 8	1 8

1907 Nos. 149 and 150 of India

043	0 8	0 6
043a	1 4	1 0



1921

No. 597 of India

057	0 12	1 0
-----	------	-----

1925

058	0 3	0 1
-----	-----	-----



1927 32

059	0 1	0 0	1
060	0 1	0 0	2
060a	0 2	0 0	2
061	0 3	0 0	1
061a	0 2	0 0	2
062	0 4	0 0	6
064	0 6	0 0	6
065	0 12	0 0	12
066	1 0	1 0	4
067	1 8	1 0	8

1915 30

068	0 1	0 0	1
069	0 2	0 0	2
070	0 3	0 0	3
071	0 3	0 0	3
072	0 4	0 0	4

The 2 as. mauve, King Edward VII, overprinted "on H. M. S.", was discovered in Calcutta, but was not sent to Crambe, and is an unissued variety.

Price 10 0

045	0 1	0 1
045a	0 2	0 1
046	0 2	0 1
046a	0 2	0 1
047	0 2	0 1
047a	0 3	0 1
048	0 4	0 4
050	0 8	0 8
052	0 12	0 12
054	1 8	2 0

190 A CATALOGUE OF INDIAN CONVENTION STATES

1938-40 . King George VI

S. G. No.	Mint	Used
	Rs. As.	Rs. As.
074	0 2	0 2
075	0 2	0 2
083	2 8	2 0
084	5 12	.
085	11 8	.



Overprinted 'Chamba' on India  
S.G. type O20

3 Pies	0 1	0 1	.
½ Anna	0 1	0 1	.
9 Pies	0 1	0 1	.
1 Anna	0 2	0 1	.
1½ Annas	0 2	0 1	.
2 Annas	0 3	0 1	.
2½ Annas	0 5	0 2	.
4 Annas	0 10	0 3	.

FARIDKOT STATE



	1 JAN., 1887-1900	Queen Victoria
101	0 4	0 6
102	0 10	0 12
103	1 8	1 8
104	1 8	1 8
105	1 8	2 0
106	1 8	2 0

S. G. No.	Mint	Used
	Rs. As.	Rs. As.
107	1 8	2 0
108	2 0	2 8
109	2 0	2 8
110	4 0	5 0
111	2 8	3 0
112	4 0	5 0
113	5 0	6 0
114	12 8	20 0
115	15 0	20 0
116	10 0	12 8

Varieties (i) "ARIDKOT"

117	100 0	..
118	150 0	..
119	175 0	..
120	..	..
(ii) "FARIDKOT" (Broken "O")		
121	25 0	..
122	30 0	..
123	45 0	..
124	80 0	..
125	80 0	..
126	100 0	..
127	..	..

1900 0 12 1 0  
OFFICIAL STAMPS



151	0 6	0 6
152	0 8	0 8
153	1 0	1 0
154	2 8	1 8
155	1 8	2 8
156	2 0	2 0
157	2 0	2 0
158	2 8	2 8
159	2 0	2 8
160	17 0	17 0
161	6 0	6 0
162	2 8	2 8
163	5 0	6 0
164	10 0	15 0
165	20 0	25 0

Varieties (i) "ARIDKOT"			S. G. No	Mint Rs. As.	Used Rs. As.
G. No	Mint Rs. As.	Used Rs. As.			
166	150 0	..	4	10 0	..
			5	12 0	..
			6	15 0	..
(ii) "FARIDKOT" (Broken "O")			7	12 0	..
167	45 0	..	8	20 0	..
168	30 0	..	9	25 0	..
169	50 0	..	10	30 0	..
169a			11	30 0	..
170	60 0	..			
171	70 0	..			
			(b) Hindi inscription 15 to 15½ mm long.		
(iii) "SERVIC"			12	10 0	..
172	120 0	..	13	15 0	..
			14	25 0	..
(iv) "SERV CE"			15	20 0	..
173	50 0	..	16	30 0	..
174			17	30 0	..
175			18	30 0	..
176			19	30 0	..
177					

This State used to use overprinted stamps after March 31, 1901.

These two overprints are both found on the same sheet in the proportion of three of the former to one of the latter.

### GWALIOR



A. SEPT., 1885 In red.

1885 MAY Head of Queen Victoria  
(A) Space between two lines of overprint 13 mm. Hindi inscription 13 to 14 mm. long

10 0 7 0  
10 0 10 0  
P. 3 10 0 5 0

A variety exists of the 1 a. in which the space between the two lines of overprint is only 9½ mm. but this is probably from a proof sheet.

(B) JUNE Space between two lines of overprint 15 mm. on 6 a. and 16 to 17 mm. on other values.

(a) Hindi inscription 13 to 14 mm long

(a) Hindi inscription 13 to 14 mm. long.

20	0 8	0 8
21	3 8	5 0
22	7 8	10 0
23	7 0	10 0

(b) Hindi inscription 15 to 15½ mm. long.

24	0 12	0 12
25	10 0	10 0
	25 0	25 0
17	0	20 0

Reprints have been made of Nos. 20 to 23, but the majority of the specimens have the word "REPRINT" overprinted upon them.

B. 1885-96. In black.			1899-1908		
S. G. No.	S. G. No.	Mint	S. G. No.	Mint	Used
		Rs. As.		Rs. As.	Rs. As.
(a) Hindi inscription 13 to 14 mm. long.					
28	66	0 8	67	0 1	0 *
29	68	20 0	69	0 4	0 4
30	70	0 2	71	0 6	0 6
31	71	0 4	72	0 12	0 12
32	Variety Oवं mint inverted			125 0	100 0
33	72	1 8	72a	15 0	..
33a	72b	2 8	72b	25 0	..
34	"GWALIOR" 13 mm. long			Overprint spaced 2½ mm. (1908).	
35	73	3 8	73a	1903-08	..
36	74	3 0	74	King Edward VII	..
37	75	1 0	75	"GWALIOR" 14 mm. long.	..
38	76	3 0	76	Overprint spaced 1½ mm.	..
39	77	7 8	77	..	..
40	77a	25 0	78	..	..
(b) Hindi inscription 15 to 15½ mm. long.			79	0 12	0 12
41	79	0 2	80	1 0	1 0
41a	80	75 0	80a	1 8	1 8
42	81	25 0	81	1 4	1 8
43	82	0 8	82	1 8	2 8
44	83	0 6	83a	1 0	1 0
45	84	0 6	84	1 8	2 0
46	84a	0 12	84a	25 0	35 0
47	"GWALIOR" 13 mm. long.			Overprint spaced 2½ mm. (1908)	
48	85	1 4	85	0 8	0 1
49	86	2 8	85a	0 2	0 1
50	87	3 0	86	0 8	0 8
51	88	1 0	87	0 6	0 4
52	89	1 8	88	1 0	1 4
53	90	1 0	89	0 8	0 8
54	91	2 8	90	0 8	0 6
55	92	2 0	91	1 0	1 0
56	92a	1 8	92	1 8	1 8
57	93	6 0	93	1 8	1 8
58	94	2 0	94	3 0	1 8
59	95	3 8	95	5 0	7 0
60	96	4 0	96	12 0	15 0
61	97	5 0	97	12 0	12 0
62	Varieties			1907. Nos. 149 and 150 of India	
(a) "GWALICR" for "GWALIOR".				"GWALIOR" 14 mm. long.	
63	98	50 0	98	Overprint spaced 1½ mm.	..
64	99	250 0	99	..	..
65	100	300 0	100	..	..
(b) "GWALIOR" spaced "GWALI OR"			98	0 2	0 1
65a	..	..			
65b	..	..			
65c	..	..			
65d	..	..			

"GWALIOR" 13 mm. long

Overprint spaced 2½ mm.

S. G. No.	Mint	Used
	Rs. As.	Rs. As.
99	0 2	0 1
100	0 2	0 2

1912-14 King George V

101	0 1	0 1
102	0 1	0 1
102a		
103	0 2	0 1
103a	15 0	
104	0 3	0 1
105	0 8	0 1
106	0 8	0 2
107	0 12	0 4
108	1 0	0 8
109	1 8	0 10
110	1 8	1 8
111	3 0	1 8
112	7 8	5 0



1928-30

S. G. No.	Mint	Used
	Rs. As.	Rs. As.
120	0 1	0 1
121	0 1	0 1
121a	0 2	0 1
122	0 3	0 1
122a	0 2	0 1
123	0 3	0 1
124	0 4	0 1
125	0 6	0 3
126	0 12	0 4
127	1 0	0 12
128	1 8	0 12
129	2 8	1 0
130	6 0	5 0
131	11 8	10 0
132	17 0	17 8
133	30 0	30 0

1936



1922- No 192 of India

13	0 3	0 3
----	-----	-----

1938-39

Stamps of King George VI

1923-27	138	0 1	0 1
	139	0 1	0 1
194	0 2	0 1	
115	0 8	0 12	
116	0 4	0 2	
117	0 12	0 12	
118	0 8	0 4	
119	1 0	0 4	
	140	0 2	
	141	0 2	
	144	0 5	
	146	0 6	
	148	0 8	

## OFFICIAL STAMPS



1895-96 : Queen Victoria

S. G. No.	Mint Rs As	Used Rs. As.
201	0 2	0 1
202	0 12	0 2
203	0 4	0 1
204	1 0	0 4
205	0 8	0 3
206	2 0	2 0
207	0 6	0 8
208	3 0	2 8
209	2 0	1 8
210	2 8	2 8

Varieties (i) The last two characters of the lower word transposed, so that it reads 'Seisiv.'

211	7 8	7 8
212	10 0	10 0
213	30 0	..
214	75 0	..
215	400 0	..
216	500 0	..

(ii) Fourth character in lower word omitted.

217	..	7 0
218	10 0	10 0
219	40 0	20 0
220	..	50 0
221	..	..

(iii) Overprint double.

221a	..	75 0
	1901-4	..
222	0 8	0 8
223	0 4	0 4
224	0 3	0 1
224a	0 2	0 1
225	0 12	0 1
226	0 8	0 8

1901-5 : King Edward VII  
Overprint spaced 10 mm.

227	0 2	0 1
227a	0 1	0 1
228	0 3	0 1
229	0 2	0 1
230	0 10	0 4

S. G. No.	Mint Rs. As	Used Rs. As
230a	0 8	0 4
231	2 0	2 0
235	1 4	0 2
235a	1 4	2 0
237	1 8	1 4

Overprint spaced 8 mm

238	0 12	0 3
239	0 12	0 3
240	0 12	0 1
241	0 3	0 1
242	0 12	0 4
243	2 8	0 12
244	4 0	1 0
245	4 0	4 0

1907 Nos 149 and 150 of India

Overprint spaced 10 mm.		
246	0 3	0 1
247	0 8	0 1
	Overprint spaced 8 mm	
248	0 3	0 1
249	7 0	2 8
250	0 1	0 1
251	0 1	0 1
252	0 2	0 2
252a	15 0	..
253	0 3	0 1
255	0 6	0 2
257	0 12	0 4
258	1 8	0 8

1912 No 597 of India

259	0 3	0 2
260	0 3	0 1



1927 35 : Top line of overprint

measures 13 mm. instead of 14 mm

261	0 1	0 1
262	0 1	0 2
262a	0 2	0 2
263	0 2	0 1
263a	0 2	0 2
264	0 3	0 1
265	0 6	0 2
266	0 12	0 3
267	1 4	0 8

S. G. No.	Mint Rs. As.	Used Rs. As.
267a	2 8	2 0
268	6 4	6 0
269	12 8	10 0

1936-37

273	0 1	0 2
274	0 2	0 2
275	0 3	0 3
276	0 3	0 2
277	0 6	0 3



1885

To 38 King George VI

279	0 1	0 1
281	0 2	0 1

S. G. No.	Mint Rs. As.	Used Rs. As.
112	15 0	..
113	15 0	..
114	15 0	..
115	20 0	..
116	15 0	..
117	25 0	..

Overprinted 'Gwalior' on India

S. G. Type 020

3 Pies	0 1	0 1
½ Anna	0 1	0 1
1 Anna	0 2	0 1
1½ Anna	0 2	0 1
2 Annas	0 3	0 1

## JIND STATE



1886

118	10 0	..
119	15 0	..
120	20 0	..
121	25 0	..

Varieties, "JIND" for "JHIND."

1885 Queen Victoria		
101	1 4	1 8
102	7 0	7 8
103	5 0	6 0
104	12 0	15 0
105	60 0	..
106	60 0	..

1886-98

122	100 0	..
123	125 0	..
124	650 0	..
125	0 1	0 1
126	0 8	0 8
127	0 6	0 6
128	1 4	1 4
129	0 12	0 4
131	1 0	0 6
132	0 12	0 12
133	1 4	0 12
134	1 4	0 12
135	2 4	2 4

Varieties Overprint inverted

107	50 0	50 0
108	..	..
109	500 0	..
110	500 0	..
111	..	..

S. G. No.	Mint	Used
	Rs. As	Rs. As
136	2 0	2 0
137	2 0	2 6
138	1 8	1 12
139	2 0	2 4
140	3 0	3 8
141	5 0	6 0
142	40 0	
143	75 0	
144	75 0	

## Varieties

(i) "JEIND" for "JHIND"

145	120	0
146	400	0



1914-27 King George V

(ii) Overprint inverted	1900	1900
147	100	0
148	0 2	0 3
149	0 1	0 2
150	0 8	0 12
150a	2 0	2 0
151	0 8	0 12

1903-9 King Edward VII

152	0 3	0 2
152a	0 2	0 2
153	0 4	0 2
154	0 2	0 2
155	0 8	0 8
155a	0 6	0 6
155b	0 8	0 12
156	0 6	0 6
157	0 12	0 12
157a	0 12	0 12
158	1 0	1 4
159	0 12	1 0
159a	0 12	1 0
160	1 4	1 8
161	1 8	2 0

Variety Overprint double

162	50	0
-----	----	---

1907-9

Nos. 149 and 150 of India

163	0 2	0 2
164	0 2	0 12



1921-27 King George V

165	0 3	0 3
166	0 3	0 3
167	0 4	0 4
168	0 12	1 0
170	3 0	3 0
172	6 0	7 8

185	2 8	3 0
186	0 4	0 4
187	0 8	0 8
188	0 8	0 8
189	0 12	1 0



1927-37

No.	Mint		Used	
	Rs.	As.	Rs.	As.
190	0	1	0	1
191	0	2	0	2
191a	0	2	0	2
192	0	2	0	1
192a	0	2	0	1
193	0	3	0	2
104	0	4	0	2
195	0	4	0	6
196	0	8	0	8
196a	0	5	0	6
197	0	6	0	6
197a	0	10	0	8
198	0	12	1	0
199	1	4	1	4
200	1	8	1	8
201	2	12	3	0
202	6	4	7	8
203	12	8	12	8
204	18	0	20	0
205	30	0	35	0

1934

206	0	1	0	2
207	0	3	0	2
208	0	4	0	3
209	0	6	0	4
210	0	6	0	8

1937-38 - King George VI

211	0	1	0	1
212	0	1	0	1
213	0	2	0	2
214	0	2	0	1
215	0	3	0	3
216	0	4	0	4
217	0	5	0	5
218	0	6	0	8
219	0	6	0	4
220	0	8	0	8
221	0	12	0	12
222	1	0	1	0
223	1	4	1	0

### OFFICIAL STAMPS



1885 - Queen Victoria

501	0	4	0	4
502	0	4	0	4
503	7	8	8	0
				0

"JHIND STATE" inverted.

S. G. No.	Mint Rs. As.	Used Rs. As.
504	20 0	15 0
505	5 0	3 0
506	250 0	..
	1885	
507	15 0	..
508	15 0	..
509	15 0	..



1886

510	15 0	..
511	20 0	..

Varieties

(i) "ERVICE" for "SERVICE"

512	..	..
513	..	..

(ii) "JEIND" for "JHIND"

514	110 0	..
515	200 0	..

1886-97

516	0 3	0 1
517	12 0	..
518	0 8	0 4
519	0 12	0 6
520	0 8	0 6
521	1 4	0 8
522	1 8	1 4
523	2 4	2 4
524	3 0	3 8
525	6 0	7 0

Varieties

(i) "ERVICE" for "SERVICE"

526	..	..
527	125 0	..

(ii) "JEIND" for "JHIND"

528	0 8	0 4
-----	-----	-----

1903-6 : King Edward VII

S. G. No.	Mint Rs. As.	Used Rs. As.
529a	0 8	0 2
529b	0 4	0 1
530	0 8	0 2
531	1 4	0 1
532	1 0	0 6
532a	0 8	0 2
533	1 4	0 12
534	3 0	2 8
534a	2 0	2 0
536	2 8	2 8

Variety "HIND"

536a	..	75 0
536b	..	150 0

1907

Nos 149 and 150 of India

537	0 4	0 1
538	0 8	0 1



1914-27 King George V

539	0 2	0 6	1
540	0 2	0 6	1
541	0 2	0 6	1
542	0 3	0 6	1
543	0 6	0 12	2
545	0 8	0 12	2
546	0 12	0 12	2
548	1 8	1 8	2
549	3 0	4 4	0
550	12 0	12 0	8

1924. As 1914-24.

551	0 2	0 1
-----	-----	-----

## NABHA STATE



1927-37

S.G. No.	Mint		Used Rs. As.	MAY, 1885 : Queen Victoria		
	Rs.	As.		S.G. No.	Mint Rs. As.	Used Rs. As.
552	0	1	0	1	0	12
553	0	1	0	2	6	0
553a	0	2	0	2	6	0
554	0	2	0	1	6	0
554a	0	2	0	1	12	8
555	0	4	0	2	70	0
556	0	4	0	3	70	0
557	0	6	0	2		
557a	0	8	0	3		
558	0	12	0	12		
559	1	0	1	8		
560	1	4	1	4		
561	2	8	2	8		
562	7	0	7	0		
563	12	0	13	8		

1937

564	0	1	0	1
565	0	2	0	2
566	0	3	0	3
567	0	6	0	6

1937 : King George VI



NOV., 1885

568	0	2	0	1
569	0	2	0	2
570	1	2	0	2
571	2	4	0	3
572	6	0	1	0
573	11	8	3	8

 Overprinted 'JIND' on India  
S.G. type 020

1887-97

574	0	1	0	1
575	0	1	0	1
576	0	2	0	1
577	0	2	0	1
578	0	3	0	1
579	0	4	0	2
580	0	5	0	2
581	0	10	0	3
			14	0 4
			15	0 12
			16	0 12
			17	0 4
			18	0 10
			19	1 0
			20	1 0
			21	2 8
			22	1 0
			23	1 0

200 A CATALOGUE OF INDIAN CONVENTION STATES

S. G. No	Mint Rs. As.	Used Rs. As.
24	1 0	0 12
25	2 0	2 8
26	2 8	2 8
27	1 8	1 8
28	2 0	1 8
29	5 0	5 0
30	2 8	2 0
31	25 0	25 0
32	25 0	25 0
33	28 0	30 0



Varieties

(i) "ABHA" for "NABHA"

34 100 0

1928-37 : wmk Mult Star

(ii) "N BHA" for "NABHA"

35 ..

1900

36 0 2 0 2

1903 to 1910 : King Edward VII

37 0 3 0 3

37a 0 2 0 2

38 0 4 0 3

38a 50 0 0 0

39 0 6 0 6

40 1 0 1 0

40a 0 6 0 6

40b 10 0 15 0

41 0 8 0 8

42 0 10 0 8

43 0 12 1 0

44 1 4 1 0

44a 1 4 1 4

45 1 8 1 8

46 2 0 2 0

S. G. No Mint  
Rs. As. Used  
Rs. As.

60 0 1 0 1

61 0 2 0 2

61a 0 2 0 2

62 0 2 0 2

63 0 2 0 2

64 0 3 0 3

65 0 4 0 4

66 0 6 0 6

67 0 6 0 6

71 8 8 3 8

72 7 8 10 0

1936-37

1907 Nos. 149 and 150 of India

47 0 4 0 4

48 0 6 0 6

1913 : King George V

49 0 1 0 1

50 0 2 0 1

51 0 2 0 2

52 0 3 0 3

53 0 5 0 4

54 0 6 0 4

55 0 8 0 8

56 0 10 0 12

57 1 0 1 0

58 1 8 1 8

1924. As 1913

59 0 2 0 2

1918-19 : Stamps of K. G. VI

77 0 1 0 1

78 0 1 0 1

79 0 2 0 2

80 0 2 0 2

81 0 3 0 3

82 0 4 0 4

83 0 5 0 5

84 0 6 0 6

85 0 6 0 6

86 0 10 0 10

87 0 12 0 12

88 1 0 1 0

89 1 4 1 4

90 2 8 2 8

91 6 0 6 0

92 11 8 12 0

93 17 8 ..

94 28 0 ..

Overprinted 'NABHA' only

S. G. No.	Mint	Used
	Rs As	Rs. As.
3 Pies	0 1	0 1
9 Pies	0 2	0 1
	New Small designs	
11 Annas	0 2	0 1
4 Annas	0 5	0 2

OFFICIAL STAMPS



MAY 1885 Queen Victoria		
101	1	1 0
102	0	0 8
103	20	20 0



NOV. 1885

104	2 0	1 8
105	1 0	1 0
JAN. 97		
106	6 3	0 1
107	0 8	0 6
108	0 10	0 6
109	0 12	1 0
110	1 0	1 4
111	3 0	3 0
112	3 0	3 0
113	0 12	0 12
114	1 0	1 0
115	2 8	3 0
116	50 0	
117	2 0	2 4
118	6 0	6 0
119	15 0	20 0
120	7 0	10 0

Varieties.

S. G. No.	Mint	Used
	Rs. As.	Rs. As.
121	7 0	1 4
122	1 8	0 8

(ii) "NABHA STATE" double.

123	50 0	..
(iii) "S. STATE" for "STATE."		
123a	..	..
1903 6 . King Edward VII		
124	1 0	1 0
125	0 8	0 8
126	0 4	0 4
127	0 4	0 4
128	1 0	1 0
129	0 12	0 12
130	0 12	0 8
132	1 0	0 4
134	2 0	2 8

1907

Nos. 149 and 150 of India

135	0 3	0 3
136	0 4	0 4

1911 King George V.

137	15 0	..
138	50 0	..



1913

Service stamps of India.

139	0 2	0 3
139a	0 2	0 2
140	0 2	0 2
141	0 2	0 2
142	0 3	0 3
143	0 6	0 6
144	0 12	0 12
146	1 8	1 2



1882-37 : wmk. mult. Star.

S. G. No.	Mint Rs. As.	Used Rs. As.
147	0 1	0 1
150	0 2	0 2
151	1 8	2 0
<sup>to 18</sup> Stamps of King George VI		
154	0 2	0 2
155	0 2	0 2
Overprinted 'JIND' on India S. G. type O20		
9 Pies	0 2	0 2

PATIALA STATE



1884 : Queen Victoria.

1	1 0	1 0
2	7 8	7 0
3	2 8	5 0
4	4 8	7 8
5	60 0	75 0
6	35 0	40 0

Varieties.

(i) Overprint double.

7 .. 125 0

(ii) Overprint inverted.

9 .. ..

(iii) Overprinted in red and also in black

S. G. No.	Mint Rs As.	Used Rs As.
10	100 0	.. ..
11	20 0	.. ..
		1885
Overprinted in red.		
12	0 8	0 8
13	1 0	1 0
14	2 0	2 0
15	5 0	5 0

(b) In black.

16	0 4	0 4
17	1 8	2 0

Varieties.

(i) Overprinted in red and also in black.

18	5 0	.. ..
19	100 0	.. ..

(ii) "AUTTIALLA" for "PUTTIALLA"



(a) In red.

20	2 8	.. ..
21	7 0	.. ..
22	150 0	.. ..

(b) In black.

23	15 0	.. ..
24	150 0	.. ..

(c) Overprinted in red and in black

25	150 0	100 0
		(iii) "STATE" only in red.

23 .. ..



1891-96

S. G. No.	Mint Rs. As.	Used Rs. As.
33	0 2	0 2
34	0 6	0 8
35	6 4	0 2
36		0 4
37	0 8	0 12
38	0 12	0 4
39	1 0	0 4
41	0 10	0 12
42	0 12	0 8
43	0 6	0 6
44	0 12	0 8
44a	2 0	
45	1 0	1 0
46	1 0	1 4
47	3 0	4 0
48	35 0	50 0
49	45 0	
50	55 0	..

Varieties

"PATIALA" omitted

51	100 0	100 0
52	150 0	150 0

1899-1902

Overprinted in black.

56	0 1	0 0
57	0 3	0 3
58	0 6	0 6
59	0 3	0 2
60	0 2	0 1
61	0 1	0 1
62	0 3	0 2
63	0 3	0 2
64	0 5	0 3
65	0 8	0 4
66	0 12	0 8
67	1 0	0 12
68	1 4	1 8
69	1 8	2 0

No- 149 and 150 of India.	1912
70	0 2
71	0 2

1912-26 : King George V

S. G. No.	Mint Rs. As.	Used Rs. As.
72	0 1	0 1
73	0 1	0 1
74	0 2	0 1
74a	0 10	1 0
75	0 3	0 3
76	0 6	0 4
77	0 6	0 3
78	0 8	0 6
79	0 12	0 8
80	1 0	0 8
81	1 8	1 0
82	3 0	3 0
83	7 8	10 0

1923-26 : As 1912-26



1928-34 : wmk Mult Star.

88	0 1	0 1
89	0 1	0 1
89a	0 2	0 2
90	0 2	0 1
90a	0 2	0 2
91	0 3	0 2
91a	0 4	0 3
92	0 4	0 3
93	0 6	0 3
94	0 12	0 8
95	1 8	1 0
96	3 0	3 8

1935-37 : New types

102	0 1	0 1
103	0 2	0 1
104	0 3	0 3
105	0 6	0 6
106	0 6	0 6

1937-38 : King George VI.

107	0 1	0 1
108	0 1	0 1
109	0 2	0 2
110	0 2	0 1
111	0 3	0 2
112	0 4	0 3

S. G. No.	Mint	Used	
	Rs. As.	Rs. As.	
113	0 5	0 4	
114	0 5	0 4	
115	0 6	0 4	
116	0 8	0 8	
117	0 10	0 10	
118	1 0	1 0	
119	1 4	0 12	
120	2 8	1 8	
121	5 12	3 8	
122	11 8	10 0	
123	18 0	..	
124	30 0	..	
Overprinted "Patala" only.			
3 Pies	0 1	0 1	
9 Pies	0 2	0 2	

OFFICIAL STAMPS



1885 1/2 Queen Victoria : Overprinted with "SERVICE" in black, the rest in red

01	0 12	0 8
02	0 4	0 1
03	75 0	7 8

Varieties.

- (i) Red overprint inverted.
- 04 75 0 50 C
- (ii) Red overprint double.
- 05 50 C
- (iii) "SERVICE" double.
- 06 50 C
- (iv) "SERVICE" inverted.
- 07 ..



S. G. No.	Mint	Used	
	Rs. As.	Rs. As.	
08	0 8	0 4	
Varieties.			
(i) "SERVICE" double			
09		34 0	
(ii) "AUTTIALLA" for "PUTTIALLA."			
010	20 0	6 0	
Overprinted all in red			
012	0 8	0 4	
Errors (i) "PUTTILIA"			
013		..	
(ii) Overprint double, one inverted			
014		..	
Overprinted all in black			
016	0 4	0 2	
017	0 4	0 2	
Varieties			
(i) "SERVICE" double			
018	100 0	100 0	
(ii) "AUTTIALLA" for "PUTTIALLA."			
019	75 0	..	



	1891	1903	
	Rs. As.	Rs. As.	
020	0 2	0 1	
021	0 4	0 2	
022	1 0	6 8	
023	1 0	1 0	
025	0 8	0 5	
026	0 6	0 6	
027	0 6	0 6	
028	0 12	0 12	
029	0 12	0 12	
030	0 12	0 12	
031	1 0	0 12	
032	1 8	12 12	
033	5 0	7 8	
Errors. "SERVICE" inverted.			
034	20 0	..	
035	20 0	..	
036	20 0	..	

G. No.	Varieties, "SERV. CE."		S. G. No.	Mint Rs. As	Used Rs. As
	Mint Rs. As	Used Rs. As			
037	50 0	.	076	0 3	0 2
038	.	.	076a	0 3	0 3
039	.	.	076b	0 4	0 2
040	.	.	077	0 6	0 2
041	.	.	078	0 12	0 4
042	.	.	080	1 8	0 3
			081	3 0	3 8

1902 Colour changed

043	0 4	0 2
1903-10 King Edward VII.		
044	0 3	0 3
045	0 2	0 2
046	0 1	0 1
047	0 2	0 1
048	0 3	0 2
048a	0 3	0 2
049	1 0	1 8
050	0 6	6 2
051	0 12	0 6
052	0 12	0 12
054	1 4	1 0

Nos. 149 and 150 of India

055	0 1	0 1
056	0 3	0 1

1913-26 King George V.

057	0 1	0 1
057a	0 1	0 1
058	0 1	0 1
059	0 2	0 1
060	0 3	0 1
062	0 6	0 2
063	0 8	0 4
064	0 12	0 3
066	1 8	1 8
067	4 0	4 8
068	8 0	10 0

1925. As 1913-26

069	0 4	0 2
-----	-----	-----



1927-36 wmk. Mult. Star	0 1	0 1
070	0 2	0 2
070a	0 1	0 1
071	0 2	0 1
073	0 2	0 1
074	0 2	0 1

S. G. No.	Mint Rs. As	Used Rs. As
076	0 3	0 2
076a	0 3	0 3
076b	0 4	0 2
077	0 6	0 2
078	0 12	0 4
080	1 8	0 3
081	3 0	3 8

1915-19 New types

086	0 1	0 1
087	0 2	0 1
088	0 4	0 1
089	0 4	0 1
091	0 6	0 2

1938-39 King George VI.

095	0 2	0 2
0104	1 8	0 12
0105	2 8	1 8
0106	6 4	3 8

1930



0110 0 2 0 2

0111 0 2 0 2

The word "Serv. CE." measures 9 1/4 mm. on No. 0110 and 8 1/2 mm. on No. 0111.



0112	0 1	0 1
0113	0 1	0 1
0114	0 2	0 1
0115	0 2	0 1
0116	0 3	0 1
0117	0 4	0 2

# A CHECKED PRICE LIST OF INDIAN FIRST FLIGHT COVERS

Year	Field No.	Description of Flight	Number carried	Price in Rupees
1911	1	Allahabad to Naini	6,500	25
1911	1a	Allahabad to Naini	24	200
1913	2	Calcutta Aerial Exhibition Flight	6	400
1920	3	Karachi to Bombay	·	20
1920	3	Bombay to Karachi	·	25
1920	3a	Intermediate dates	2,729	10
1923	4	Ambala to Simla	·	·
1924	5	Karachi to Pipar	·	150
1924	6	Calcutta to Akyab	25	100
1925	7	Ambala to Calcutta	14	100
1925	7a	Calcutta to Ambala	35	60
1925	7b	Calcutta to Nowsherra (covers)	64	50
1925	7b	Calcutta to Nowsherra (cards)	25	60
<b>Anglo-Indian Survey Flight :</b>				
1925	8 (i)	Calcutta to Akyab	34	100
1925	8 (ii)	Akyab to Rangoon	49	100
1925	8 (iii)	Rangoon to Calcutta	32	100
1925	8 (iv)	Jalpaiguri to Calcutta	5	200
1925	8 (v)	Calcutta to Delhi (cards)	40	100
1925	8 (vi)	Calcutta to Karachi (68 covers and 32 cards)	100	75
1925	8 (vii)	Calcutta to London (87 covers and 31 cards)	118	75
1925	8 (viii)	Calcutta to Paris	3	300
1925	9	Calcutta to Melbourne	93	75
1925	10	Quetta to Hindubag	12	150
1925	10a	Hindubag to Quetta	12	150
1925	11	R. A. F. over Calcutta (A large number destroyed)	3,000	20
<b>Calcutta to Risalpur by R. A. F. :</b>				
1926	12	Calcutta to Patna	69	50
1926	12a	Calcutta to Risalpur	51	60
1926	12b	Calcutta to Rawalpindi	5	150
1926	13	Karachi to Risalpur	40	75

Year	Field No.	Description of Flight	Number carried	Price in Rupees
<b>Danish Flight :</b>				
1926	14	Calcutta to Rangoon .	78	50
1926	14a	Calcutta to Bangkok .	41	50
1926	14b	Calcutta to Tokio .	31	60
<b>Spanish Flight :</b>				
1926		Madrid to Calcutta (unchronicled) .	1	1,000
1926	15	Calcutta to Manilla .	43	100
1926	15a	Karachi to Calcutta .	26	125
1926	15b	Calcutta to Rangoon .	51	75
<b>England-Australia by Sir A. Cobham :</b>				
1926	16	Karachi to Calcutta . .	43	100
1926	16a	Calcutta to Rangoon .	45	100
1926	16b	Calcutta to Melbourne (35 lost !) .	38	—
1926	17	Calcutta to Allahabad .	12	250
1926	17a	Calcutta to London (For His late Majesty K.G.V.) .	1	—
<b>Air Minister's Flight :</b>				
1927		Croydon to Delhi .	15	150
1927	18	Karachi to Delhi .	27	100
1927	19	Karachi to London .	48	75
<b>Karachi-Basra-Cairo Service :</b>				
1927	20	Rectangular cachet in Violet .	?	10
1927	20	Rectangular cachet in Black .	?	30
1927	20a	Circular cachet in Black .	?	1
<b>Karachi-Delhi by Stack and Leete :</b>				
1927	21	Karachi to Delhi . . .	900	10
1927	21a	Karachi to Lahore . . .	60	30
<b>R. A. F. Pageant in Delhi :</b>				
1927	22	Risalpur to Delhi .	?	25
1927	22a	Kohat to Delhi .	?	25
1927	22b	Ambala to Delhi .	?	35
1927	22c	Quetta to Delhi .	?	50
1927	22d	Lahore to Delhi .	?	50
1927	22e	Peshawar to Delhi .	?	35
1927	22f	Karachi to Delhi .	?	50

Year	Field No.	Description of Flight	Number carried	Price in Rupees
1927	22g	Delhi to Risalpur	2	10
1927	22h	Delhi to Kohat	2	15
1927	22i	Delhi to Ambala	2	15
1927	22j	Delhi to Quetta	2	20
1927	22k	Delhi to Lahore	2	10
1927	22l	Delhi to Peshawar	2	15
1927	22m	Delhi to Karachi	2	30

**Amsterdam-Batavia by Geysendorffer and Scholte :**

1927	23	Calcutta to Rangoon	48	50
1927	23a	Calcutta to Batavia	31	75

**Return Flight of the above :**

1927	24	Rangoon to Calcutta	50	50
1927	24a	Calcutta to Karachi	15	100
1927	24b	Karachi to Baghdad	5	200
1927	24c	Karachi to Amsterdam	33	75

**Flights over Calcutta by Moth Aeroplane :**

1927	25	Flown cover dated 27 June 1927	11	100
1927	25a	Flown cover dated 2 July 1927	325	10

**Calcutta to Shillong by Capt. Vetch :**

1927	26	Calcutta to Dacca	19	75
1927	26a	Calcutta to Cherrapunji	35	50
1927	26b	Calcutta to Shillong	55	30

**Paris to Saigon by Capt. Leon Challe :**

1927	27	Allahabad to Calcutta	4	300
------	----	-----------------------	---	-----

**Return Flight of the above :**

1927	28	Calcutta to Allahabad	19	100
1927	28a	Calcutta to Karachi	55	50
1927	28b	Calcutta to Paris	26	7
1927	28c	Calcutta to London	67	56

**England to Australia by Mrs. Keith Miller and Capt. Lancaster :**

1927	29	Calcutta to Akyab	32	100
1927	29a	Calcutta to Rangoon	52	75
1927	29b	Calcutta to Singapore	12	200
1927	29c	Calcutta to Australia	3 exist	300

Year	Field No.	Description of Flight	Number carried	Price in Rupees
<b>Bombay to Colombo by Commander Cave-Brown-Cave :</b>				
1928	30	Bombay to Colombo (cards only)	11	200
1928	31	Calcutta to Akyab	152	35
1928	31a	Calcutta to Rangoon	92	50
1928	32	Etawah to Calcutta by Capt. Koennecke	24	75
1928	33	Calcutta to Rangoon by Bert Hinckler	50	75
1928	34	Calcutta to Bundaberg (cards only)	6	300
1928	35	Basra-Cairo with Indian Air Mail Labels inscribed "AIR MAIL" in white letters on a blue background	?	10
<b>Paris to Akyab by Doisy, Gonin and Carol :</b>				
1928	36	Calcutta to Rangoon (Plane crashed at Akyab)	121	35
<b>Amsterdam to Batavia Experimental Flights :</b>				
1928	37	Calcutta to Rangoon	111	35
1928	37 (i)	Rangoon to Singora	35	75
1928	37 (ii)	Second Flight : Karachi to Bandoeng (cards only)	8	250
1928	37a	Third Flight : Calcutta to Rangoon (Plane crashed at Cawnpore)	143	30
1928	37b	Fourth Flight : Calcutta to Rangoon	96	40
<b>Berlin to Tokio by Baron Von Huenefeld :</b>				
1928	38	Calcutta to Bangkok	46	75
1928	38a	Calcutta to Tokio	47	75
<b>German World Flight by Baron Von Koenig :</b>				
1928	39	Karachi to Calcutta (cards only)	15	50
1928	39a	Tehran to Calcutta (cards only)	8	200
1928	39b	* Karachi to Jodhpur (cards only)	5	100
(*Also one cover exists of this stage)				
<b>Return Flight of the above :</b>				
1929	40	Calcutta to Akyab	41	50
1929	40a	Calcutta to Rangoon	58	50
1929	40b	Calcutta to Bangkok	27	75

Year	Field No.	Description of Flight	Number carried	Price in Rupees
1929	40c	Calcutta to Singapore	26	75
1929	40d	Calcutta to Tokio	7	200

**Kabul Evacuation Flight :**

1929	41	Kabul to Peshawar	7	500
1929	41a	Peshawar to Kabul	1	1,500

**Bengal Flying Club Inauguration Flight :**

1929	42	Flown cards only	250	10
1929	43	Karachi to London via Persia, Iraq, Palestine and Egypt	2	10
1929	43a	Karachi to Abadan	2	25
1929	43b	Karachi to Bagdad	2	25
1929	43c	Karachi to Jaffa	2	25
1929	43d	Karachi to Alexandria	2	25

**Calcutta to Siliguri :**

1929	44	Covers cancelled at Calcutta prior to flight	64	50
1929	44a	Covers cancelled at Darjeeling on arrival	14	75
1929	44b	"Englishman" newspaper wrappers	2	25
1929	44c	Return Flight, Siliguri to Calcutta	7	150
1929	45	Alcock commemorative flight	298	10
1929	46	Dum Dum to Naihati by Miss Joan Page	290	30
1929	47	Karachi to Genoa	2	10

**First Day Covers with official air mail stamps :**

1929	48	With three annas value	2	10
1929	49	With four annas value	2	10
1929	50	With six annas value	2	10
1929	51	With eight annas value	2	15
1929	52	With twelve annas value	2	15
1929	53	With two annas value for inland air service	2	10
1929	54	Karachi to Athens	24	75
1929	54a	Later flights	2	5

**Karachi Delhi Via Hyderabad (Sind) and Jodhpur :**

1929	55	Karachi to Hyderabad	2	10
1929	55 (i)	Karachi to Jodhpur	2	10
1929	55 (ii)	Karachi to Delhi	2	5

Year	Flight No	Description of Flight	Number carried	Price in Rupees
1929	55 (in)	Hyderabad to Jodhpur	2	20
1929	55 (iv)	Hyderabad to Delhi	75	35
1929	55 (v)	Jodhpur to Delhi	75	35

#### Return flight of the above :

1929	55b	Delhi to Hyderabad	2	10
1929	55b (i)	Delhi to Karachi	2	5
1929	55b (ii)	Delhi to Croydon	2	5
1929	55b (iii)	Jodhpur to Hyderabad	2	20
1929	55b (iv)	Jodhpur to Karachi	50	35
1929	55b (v)	Jodhpur to Croydon	15	75
1929	55b (vi)	Hyderabad to Karachi	50	35
1929	55b (vii)	Hyderabad to Croydon	2	75
1929	56	Delhi to Athens via Karachi	20	50
1929	56a	Later flights	2	5
1930	57	Calcutta to Alomoda by Van Lear Black	26	75
1930	58	Reti to Jacobabad emergency flood flight	2	50
1930	58 (i)	Jacobabad to Reti	2	50
1930	58a	Later dates	2	50

#### The World Flight by Hon. Mrs. Victor Bruce :

1930	59	Karachi to Jodhpur	2	10
1930	59 (i)	Karachi to Allahabad	2	10
1930	59 (ii)	Karachi to Calcutta	2	10
1930	59 (iii)	Karachi to Rangoon	2	10
1930	59 (iv)	Jodhpur to Calcutta	10	100
1930	59 (v)	Calcutta to Rangoon	5	150

#### England to Australia by Mr. Oscar Garden :

1930	60	Calcutta to Rangoon	11	150
1930	60 (i)	Eskesheur to Calcutta (card only)	1	500

#### India to St. Settlements by the R. A. F. :

1930	61	Karachi to Calcutta	25	75
1930	61a	Karachi to Bangkok	10	150
1930	61b	Delhi to Allahabad	32	75
1930	61c	Delhi to Calcutta	72	50
1930	61d	Calcutta to Bangkok	64	50

Year	Field No.	Description of Flight	Number carried	Price in Rupees
<b>Return Flight of the above :</b>				
1930	62	Calcutta to Delhi . . .	43	50
1930	62a	Calcutta to Allahabad . . .	36	75
1930	62b	Allahabad to Delhi . . .	73	50
1930	62c	Delhi to Jodhpur . . .	8	150
<b>Paris to Saigon by Mlle. Maryse Hiltz :</b>				
1930	63	Calcutta to Rangoon . . .	39	100
1930	64	Karachi to Victoria Point by the R. A. F. . .	10	150
<b>Calcutta to Karachi by Mr. A. M. Murad :</b>				
1930	65	Dum Dum to Gaya . . .	27	75
1930	65a	Dum Dum to Allahabad . . .	6	150
1930	65b	Dum Dum to Delhi . . .	32	75
1930	65c	Dum Dum to Karachi . . .	16	75
1930	65d	Dum Dum to Shaibah . . .	6	150
<b>Marseilles to Saigon by Air Orient :</b>				
1931	66	Calcutta to Rangoon (with cachet) . . .	82	50
1931	66a	Calcutta to Rangoon (without cachet) . . .	150	30
<b>Return Flight of the above :</b>				
1931	68	Calcutta to Jodhpur . . .	35	75
1931	69	Asansol to Calcutta by homing pigeons . . .	156	15
1931	70	India to Mwanza, various stages which were Cairo, Assiut, Luxor, Assuan, Wadi Halfa, Karcima, Khartoum, Kosti, Malakal, Shambe, Juba, Butiaba, Port Bell, Kisumu and Mwanza. Each at . . .	?	15
<b>Calcutta to Rangoon by Messrs. Hadley and Pratt :</b>				
1931		Karachi to Calcutta (unchronicled) . . .	18	100
1931		Agra to Calcutta (unchronicled) . . .	1	500
1931	71	Calcutta to Akyab . . .	35	75
1931	71a	Calcutta to Rangoon . . .	45	75
<b>Calcutta to Sydney by Messrs. Fairbairn and Shenstone :</b>				
1931	72	Calcutta to Singapore . . .	20	100
1931	72a	Calcutta to Port Darwin . . .	43	50
1931	72b	Calcutta to Sydney . . .	4	250
1931	73	Bombay to Goa Experimental Flight . . .	?	15

## England-Australia First Experimental Flight :

(REMARK : I am unable to fix a price for several of these stages as well as for Nos 75 and 76 flights as their quantities are not known and also as they have not been offered frequently in the market either privately or by an air mail dealer)

Year	Field No.	Description of Flight	Number carried	Price in Rupees
1931	74	Karachi to Allahabad	?	?
1931	74 (i)	Karachi to Calcutta	75	25
1931	74 (ii)	Karachi to Akyab	?	?
1931	74 (iii)	Karachi to Rangoon	?	?
1931	74 (iv)	Karachi to Victoria Pt.	?	?
1931	74 (v)	Karachi to Singapore	?	?
1931	74 (vi)	Karachi to Port Darwin	?	?
1931	74 (vii)	Karachi to Australian Cities	?	?
1931	74 (viii)	Jodhpur to Allahabad	?	?
1931	74 (ix)	Jodhpur to Calcutta	25	50
1931	74 (x)	Jodhpur to Akyab	?	?
1931	74 (xi)	Jodhpur to Rangoon	?	?
1931	74 (xii)	Jodhpur to Victoria Pt	?	?
1931	74 (xiii)	Jodhpur to Singapore	?	?
1931	74 (xiv)	Jodhpur to Port Darwin	?	?
1931	74 (xv)	Jodhpur to Australian Cities	?	?
1931	74 (xvi)	Delhi to Allahabad	?	15
1931	74 (xvii)	Delhi to Calcutta	85	25
1931	74 (xviii)	Delhi to Akyab	?	15
1931	74 (xix)	Delhi to Rangoon	?	15
1931	74 (xx)	Delhi to Victoria Pt	?	?
1931	74 (xxi)	Delhi to Singapore	?	?
1931	74 (xxii)	Delhi to Port Darwin	?	?
1931	74 (xxiii)	Delhi to Australian Cities	?	?
1931	74 (xxiv)	Allahabad to Calcutta	150	15
1931	74 (xxv)	Allahabad to Akyab	6	150
1931	74 (xxvi)	Allahabad to Rangoon	35	50
1931	74 (xxvii)	Allahabad to Victoria Pt	10	125
1931	74 (xxviii)	Allahabad to Singapore	?	?
1931	74 (xxix)	Allahabad to Port Darwin	?	?
1931	74 (xxx)	Allahabad to Australian Cities	?	?
1931	74 (xxxi)	Calcutta to Akyab	35	50
1931	74 (xxxii)	Calcutta to Rangoon	230	10
1931	74 (xxxiii)	Calcutta to Victoria Pt.	30	50
1931	74 (xxxiv)	Calcutta to Singapore	60	30
1931	74 (xxxv)	Calcutta to Port Darwin	95	25

Year	Field No.	Description of Flight	Number carried	Price in Rupees /
1931	74 (xxxvi)	Calcutta to Australian Cities	130	15 /
1931	74 (xxxvii)	Akyab to Rangoon	?	25 /
1931	74 (xxxviii)	Akyab to Singapore	?	?
1931	74 (xxxix)	Akyab to Port Darwin	?	?
1931	74 (xl)	Rangoon to Victoria Pt	?	?
1931	74 (xli)	Rangoon to Singapore	?	?
1931	74 (xlii)	Rangoon to Port Darwin	?	?
1931	74 (xliii)	Rangoon to Australian Cities	?	?

### Return Flight of the above :

(See remark under No. 74)

1931	75	Rangoon to Akyab	15	100
1931	75 (i)	Rangoon to Calcutta	225	10
1931	75 (ii)	Rangoon to Allahabad	60	25
1931	75 (iii)	Rangoon to Delhi	?	15
1931	75 (iv)	Rangoon to Jodhpur	30	15
1931	75 (v)	Rangoon to Karachi	?	?
1931	75 a	Rangoon to Athens	20	75
1931	75 (vi)	Rangoon to Croydon	?	?
1931	75 (vii)	Akyab to Calcutta	45	50
1931	75 (viii)	Akyab to Allahabad	25	50
1931	75 (ix)	Akyab to Delhi	50	25
1931	75 (x)	Akyab to Jodhpur	10	75
1931	75 (xi)	Akyab to Karachi	?	?
1931	75 (xii)	Akyab to Croydon	40	?
1931	75 (xiii)	Calcutta to Allahabad	145	10
1931	75 (xiv)	Calcutta to Delhi	123	10
1931	75 (xv)	Calcutta to Jodhpur	45	50
1931	75 (xvi)	Calcutta to Karachi	60	30
1931	75 b	Calcutta to Athens	30	50
1931	75 (xvii)	Calcutta to Croydon	300	10
1931	75 (xviii)	Allahabad to Delhi	50	30
1931	75 (xix)	Allahabad to Jodhpur	25	50
1931	75 (xx)	Allahabad to Karachi	60	25
1931	75 (xxi)	Allahabad to Croydon	?	?

### England-Australia Second Experimental Flight :

(See remark under No. 74)

1931	76	Karachi to Allahabad	?	?
1931	76 (i)	Karachi to Calcutta	20	75
1931	76 (ii)	Karachi to Akyab	3	150
1931	76 (iii)	Karachi to Rangoon	?	?
1931	76 (iv)	Karachi to Victoria Pt.	1	?
1931	76 (v)	Karachi to Singapore	?	?
1931	76 (vi)	Karachi to Port Darwin		

Year	Field No.	Description of Flight	Number carried	Price in Rupees
1931	76 (vii)	Karachi to Australian Cities	?	?
1931	76 (viii)	Jodhpur to Allahabad	6	100
1931	76 (ix)	Jodhpur to Calcutta	10	75
1931	76 (x)	Jodhpur to Akyab	4	75
1931	76 (xi)	Jodhpur to Rangoon	6	75
1931	76 (xii)	Jodhpur to Victoria Pt	2	150
1931	76 (xiii)	Jodhpur to Singapore	?	?
1931	76 (xiv)	Jodhpur to Port Darwin	?	?
1931	76 (xv)	Jodhpur to Australian Cities	?	?
1931	76 (xvi)	Delhi to Allahabad	?	25
1931	76 (xvii)	Delhi to Calcutta	150	10
1931	76 (xviii)	Delhi to Akyab	6	75
1931	76 (xix)	Delhi to Rangoon	?	?
1931	76 (xx)	Delhi to Victoria Pt	1	?
1931	76 (xxi)	Delhi to Singapore	?	?
1931	76 (xxii)	Delhi to Port Darwin	?	?
1931	76 (xxiii)	Delhi to Australian Cities	?	?
1931	76 (xxiv)	Allahabad to Calcutta	40	50
1931	76 (xxv)	Allahabad to Akyab	3	100
1931	76 (xxvi)	Allahabad to Rangoon	10	75
1931	76 (xxvii)	Allahabad to Victoria Pt.	1	?
1931	76 (xxviii)	Allahabad to Singapore	?	?
1931	76 (xxix)	Allahabad to Port Darwin	?	?
1931	76 (xxx)	Allahabad to Australian Cities	?	?
1931	76 (xxxi)	Calcutta to Akyab	20	100
1931	76 (xxxii)	Calcutta to Rangoon	95	15
1931	76 (xxxiii)	Calcutta to Victoria Pt	50	15
1931	76 (xxxiv)	Calcutta to Singapore	17	50
1931	76 (xxxv)	Calcutta to Port Darwin	50	30
1931	76 (xxxvi)	Calcutta to Australian Cities	21	40
1931	76 (xxxvii)	Akyab to Rangoon	?	?
1931	76 (xxxviii)	Akyab to Victoria Pt	2	?
1931	76 (xxxix)	Akyab to Singapore	?	?
1931	76 (xl)	Akyab to Port Darwin	?	?
1931	76 (xli)	Akyab to Australian Cities	?	?
1931	76 (xlii)	Rangoon to Singapore	?	?
1931	76 (xliii)	Rangoon to Port Darwin	?	?
1931	76 (xlii)	Rangoon to Australian Cities	?	?

## Return Flight of the above :

(See remark under No 74)

1931	77	Victoria Pt to Akyab	1	?
1931	77 (i)	Victoria Pt. to Allahabad	1	?
1931	77 (ii)	Victoria Pt. to Delhi	1	?

Year	Field No.	Description of Flight	Number carried	Price in Rupees
1931	77 (iii)	Victoria Pt. to Jodhpur	1	?
1931	77 (iv)	Victoria Pt. to Karachi	1	?
1931	77 (v)	Victoria Pt. to Croydon	40	50
1931	77 (vi)	Rangoon to Akyab	8	10 <sup>0</sup>
1931	77 (vii)	Rangoon to Calcutta	55	40
1931	77 (viii)	Rangoon to Allahabad	6	10 <sup>0</sup>
1931	77 (ix)	Rangoon to Delhi	25	50
1931	77 (x)	Rangoon to Jodhpur	4	75
1931	77 (xi)	Rangoon to Karachi	?	?
1931	77 (xii)	Rangoon to Intermediate Stages	?	?
1931	77 (xiii)	Rangoon to Croydon	?	?
1931	77 (xiv)	Akyab to Calcutta	17	30
1931	77 (xv)	Akyab to Allahabad	7	75
1931	77 (xvi)	Akyab to Delhi	10	50
1931	77 (xvii)	Akyab to Jodhpur	?	?
1931	77 (xviii)	Akyab to Karachi	?	?
1931	77 (xix)	Akyab to Intermediate Stages	?	?
1931	77 (xx)	Akyab to Croydon	?	?
1931	77 (xxi)	Calcutta to Allahabad	60	20
1931	77 (xxii)	Calcutta to Delhi	40	25
1931	77 (xxiii)	Calcutta to Jodhpur	8	50
1931	77 (xxiv)	Calcutta to Karachi	70	15
1931	77 (xxv)	Calcutta to Intermediate Stages	?	?
1931	77 (xxvi)	Calcutta to Croydon	?	?
1931	77 (xxvii)	Allahabad to Delhi	45	15
1931	77 (xxviii)	Allahabad to Jodhpur	10	30
1931	77 (xxix)	Allahabad to Karachi	6	75
1931	77 (xxx)	Allahabad to Intermediate Stages	?	?
1931	77 (xxxi)	Allahabad to Croydon	?	?

### Emergency Flight by Delhi Flying Club

1931	78	Delhi to Jodhpur	?	?
1931	78a	Delhi to Karachi	?	?
1931	78b	Jodhpur to Karachi	?	?
1931	?	Air mail post card flown on the date of issue	?	15

### Croydon to Shanghai by Mr. and Mrs. Day

1931	79	Karachi to Calcutta	6	200
1931	80	Calcutta to Akyab	28	60
1931	80a	Calcutta to Rangoon	14	75

Year	Field No.	Description of Flight	Number carried	Price in Rupees
------	-----------	-----------------------	----------------	-----------------

**Hazaribagh to Calcutta, Pigeongram Flight**

1931	81	Flown cover .	311	10
1931	81b	Special message without cover ?	?	5
1931	81c	Pigeongram in black (proof)	1	?

**Karachi-Delhi by Delhi Flying Club**

1932	82	Karachi to Jodhpur .	128	10
1932	82 (i)	Karachi to Delhi .	?	15
1932	82 (ii)	Jodhpur to Delhi .	16	?
1932	82a	Delhi to Jodhpur .	?	35
1932	82a (i)	Delhi to Hyderabad .	13	?
1932	82a (ii)	Delhi to Karachi .	17	?
1932	82a (iii)	Jodhpur to Hyderabad .	?	?
1932	82a (iv)	Jodhpur to Karachi .	6	?
1932	82a (v)	Hyderabad to Karachi .	?	?
1932	83	Timbucktoo to Calcutta by Halliburton & Stephens	1	?
1932	84	Flight to Mt. Everest by the same fliers .	50	25
1932	85	Viceroy's Cup Air Race .	90	15
1932		Bombay to Goa by Major Cravento Lopez (unchronicled)	?	25

**Croydon to Hong Kong by Smith Reynolds**

1932		Cairo to Calcutta (unchronicled)	1	500
1932	86	Calcutta to Rangoon .	8	100
1932	86 (i)	Calcutta to Mayon Panom (Siam)	1	?
1932	86 (ii)	Calcutta to Hong Kong .	1	?
1932		Official Air Mail Extension: Jodhpur to Falna (unchronicled)	27	50

**Survey Flight by late Mr. N. Vincent,**

**Dy. Director of Civil Aviation:**

1932		Bombay to New Delhi (unchronicled) .	?	200
1932		Madras to New Delhi (unchronicled) .	?	200
1932		Colombo to New Delhi (unchronicled) .	1	200
1932	87	Calcutta to Rangoon by Capt Hans Bertram .	75	15

Year	Field No.	Description of Flight	Number carried	Price in Rupees
<b>Special Flight by His Excellency the Viceroy</b>				
1932	88	Peshawar to Quetta .	8	200
1932	88a	Kohat to Quetta .	22	100
1932	89	Calcutta to Saigon by French Line .	94	1.
1932	90	Calcutta to Medan by Dutch Line .	197	5

**Karachi to Madras by Tata's**

1932	91	Karachi to Ahmedabad .	?	20
1932	91 (i)	Karachi to Bombay .	?	15
1932	91 (ii)	Karachi to Bellary .	?	25
1932	91 (iii)	Karachi to Madras .	?	15
1932	91 (iv)	Ahmedabad to Bombay .	?	20
1932	91 (v)	Ahmedabad to Bellary .	?	25
1932	91 (vi)	Ahmedabad to Madras .	?	20
1932	91 (vii)	Bombay to Bellary .	?	25
1932	91 (viii)	Bombay to Madras .	?	15
1932	91 (ix)	Bellary to Madras .	?	25
1932	92	Madras to Bellary .	?	20
1932	92 (i)	Madras to Bombay .	?	15
1932	92 (ii)	Madras to Ahmedabad .	?	20
1932	92 (iii)	Madras to Karachi .	?	15
1932	92 (iv)	Bellary to Bombay .	?	20
1932	92 (v)	Bellary to Ahmedabad .	?	25
1932	92 (vi)	Bellary to Karachi .	?	20
1932	92 (vii)	Bombay to Ahmedabad .	?	20
1932	92 (viii)	Bombay to Karachi .	?	15
1932	92 (ix)	Ahmedabad to Karachi .	?	20

*(All prices are for special Tata's official covers)*

**Letters were also carried to Athens, connecting from Karachi on this flight as under:—**

1932	92 (x)	Madras to Athens .	80	30
1932	92 (xi)	Bellary to Athens .	30	50
1932	92 (xii)	Bombay to Athens .	60	35
1932	92 (xiii)	Ahmedabad to Athens .	30	50
1932	93	Madras to Cape Town by the same flight .	?	30
1932	94	Calcutta to Bombay by Capt. Dickson .	15	100
1932	94a	Bombay to Karachi by the same flight .	6	150

Year	Field No	Description of Flight	Number carried	Price in Rupees
1932		Special X'mas Mail Flight (11 December 1932) .	?	10
<b>Flight by French-Canadian flier J. R. Herbert:</b>				
1932	95	Abbeville to Calcutta .	5	250
1932	95a	Calcutta to Akyab .	57	25
1933	96	Chandernagore to Calcutta by Homing Pigeons .	220	5
1933	96a	Error 'Massage' instead of 'Message' .	75	15
1933	97	Dum Dum to Bombay by Prince Ali Khan .	91	10
1933	98	Letters with new Air Mail labels .	?	5
1933	98a	Complete sheet of labels with 5 tete-beche pairs .	?	25
1933	98b	Flown cover with a tete-beche pair of labels .	?	15
1933	99	Dacca to Dum Dum Experimental Flight .	53	15
<b>Zurich to Australia by M. Carl Nauer:</b>				
1933		Zurich to Calcutta .	1	?
1933		Brindisi to Calcutta .	1	?
1933		Athens to Calcutta .	1	?
1933	100	Calcutta to Rangoon .	6	?
1933	100a	Calcutta to Melbourne .	1	?
1933	101	Pournea to Mount Everest and return .	87	100
1933		With rare cachet (unchronicled) .	5	200
1933	102	Calcutta to Rangoon by Mlle. Maryse Hiltz .	90	10
1933	102a	Unused label .	?	1
<b>Karachi - Madras "Route change"</b>				
1933	103	Poona to Bellary .	?	25
1933	104	Poona to Madras .	?	25
1933	105	Poona to Ahmedabad .	?	25
1933	106	Poona to Karachi .	?	25
1933	107	"England-India" Extension from Karachi to Calcutta. There are 42 stages in a complete set of this first flight by "Trans-		

Year	Field No.	Description of Flight	Number carried	Price in Rupees
		-Indian Air Mail Service" between "Karachi-Cuttac" and vice versa. The stages comprise of Karachi to Jodhpur, Delhi, Cawnpore, Allahabad, Asansol and Calcutta, Jodhpur to Delhi, Cawnpore, Allahabad, Asansol & Calcutta; Delhi to Cawnpore, Allahabad, Asansol and Calcutta, Cawnpore to Allahabad, Asansol and Calcutta, Allahabad to Asansol and Calcutta; Asansol to Calcutta. On the return journey stages are made up vice versa. Price for complete set . . . . .	?	250
		On this flight letters were flown to Athens from several stages, particularly Asansol and Cawnpore	?	
1933	108	Cawnpore to Athens . . . . .	?	20
1933		Australia to England by Mr. James Wood	?	20
		Calcutta to Lucknow (unchronicled)	?	
1933	109	Edmonstone Is. to Dum Dum by Mr W. Maylan . . . . .	55	20
1933	109a	The "England-India" service was further extended to Rangoon on 1 October 1933 and stages could be built up from Karachi as for No 107. The new two stages were Akyab and Rangoon and the prices for these covers vary from Rs. 5/- to Rs. 30/- each . . . . .	?	5-30
1933	110	Puri to Calcutta by Pigeons . . . . .	20	50
1933	111	First Flight by Indian National Airways from Rangoon to Calcutta via Bassein, Akyab and Chittagong and vice versa. Prices from Rs. 5/- to Rs 15/- each. . . . .	?	5 15
1933	112	Calcutta to Dacca by I. N. A . . . . .	?	10
1933	112 (i)	Dacca to Calcutta by I. N. A . . . . .	?	10
1933	112a	"England-India" service was further extended to Singapore and various stages can be made up as before. Prices range from Rs 5/- to Rs. 50/- . . . . .	?	5 50
1934	113	Flown 'Air Editions' of 'Advance' newspaper by Capt. Bernard's Flying Circus. Set of four . . . . .	?	20
1934	114	Parachute mail at Dum Dum jumped from a Fokker monoplane . . . . .	?	5

Year	Field No	Description of Flight	Number carried	Price in Rupees
1934	115	Special Flight by Capt. C. D. Bernard on the occasion of Bihar Earthquake Relief Fund	234	10
	116	Special Emergency Earthquake Flight, Muzaffarpur-Darbhanga-Dum Dum	50	25
1934	116A	Flown official covers in connection with the above flight, from Patna to Darbhanga	6	50
1934	117	Dum Dum to Darbhanga Earthquake Flight	66	15
1934	118	Madras-Calcutta Air Taxi Service with stages made up of Vizagapatam and Puri	?	10 each
1934	119	Calcutta to Madras of the same return flight with stages made up of Vizagapatam and Gannavaram	?	10 each
1934	120	London-Calcutta-Puri by Madras Air Taxi Service	?	15
1934	121	Rocket Post at Saugor Island	220	75
1934	122	Rocket Post from S. S. Pausy to shore	143	120
1934	123	Rocket Post from shore to ship S. S. Guide	135	40
1934	124	Rocket Post off Diamond Harbour from ship to shore	75	175
1934	125	Rocket Post Night firings at Saugor Island	220	40
1934	126	Rocket Post Night firings from Serampore Station to the Light House on Saugor Island	250	30
1934	127	Rocket Post Night firings from Saugor Island to a ship at Sea First Rocket	150	30
		*Second Rocket	110	40

(\* Contained ordinary greetings and miniature sheets of Newspapers of several varieties)

Year	Flight No.	Description of Flight	Number carried	Price in Rupees
1934	128	Lahore - Karachi via Sukkur and Multan. The stages of this flight are made up of Karachi to Sukkur, Multan and Lahore, Sukkur to Multan and Lahore, and Multan to Lahore and vice versa on the return flight. Prices per complete set of 12 covers	?	30
1934	128a	Extension of Imperial Airways by Quantas Empire Airways between England and Australia (Several stages known to exist)	?	25
1935	129	Bombay to Hyderabad-Deccan	?	5
1935	129a	Hyderabad-Deccan to Bombay	?	5
1935		Bombay to Calcutta Demonstration flight by Tatas. Stages are made up of Bombay to Nagpur, Tatanagar and Calcutta, Nagpur to Tatanagar and Calcutta; Tatanagar to Calcutta and vice versa on the return journey but the halt at Tatanagar was omitted and replaced by Raipur	?	
1935	130	Tata's official cover from Bombay to Calcutta	?	10
1935	130a	Tata's official cover from Calcutta to Bombay	?	10
1935	130b	Complete set of ordinary 12 covers	?	200

#### Bombay to Trivandrum via Goa and Cannanore

However on the first flight the mails were not accepted for or from Goa and Cannanore:

1935	131	Ordinary covers from Bombay to Trivandrum	?	3
1935	131a	Ordinary covers from Trivandrum to Bombay	?	7
1935	131b	Special Tata covers, each way	50	50
1935	131c	Trivandrum to Cannanore (later first flight)	25	100
1935	131d	Cannanore to Bombay (later first flight)	25	100

Year	Field No.	Description of Flight	Number carried	Price in Rupees
<b>India-Ceylon Special X'mas Flight from Madras to Colombo via Trichinopoly</b>				
1936	132	Ordinary covers from Madras or Colombo . . . . .		5
1936	133a	Ordinary covers from Madras or Colombo to Trichinopoly . . . . .		10
1936	132b	Special Tata covers from Madras or Colombo . . . . .	300	10
1936	132c	Special Tata covers from Madras or Colombo to Trichinopoly	100	25
	132d	Special Tata covers from Trichinopoly to Madras or Colombo	100	25
1937	133	*Bombay-Bluj via Cutch Mandvi with halts at Anjar, Mandra, Ahmedabad. Each at . . . . .		25
<i>(*As less than 24 hours notice was given of this flight a small number of mail was only carried from all places)</i>				
1937	134	Bombay-Delhi via Indore, Gwalior and Bhopal. Stages can be made up of Bombay to Indore, Gwalior, Bhopal and Delhi, Indore to Gwalior, Bhopal and Delhi, Gwalior to Bhopal and Delhi, Bhopal to Delhi and vice versa		
		Ordinary covers of various stages at . . . . .		3
		Tata's special covers of various stages at . . . . .		5 to 15 each
		• Complete set of 20 covers of special covers . . . . .		150
1938	135	Survey Flight by Flying Boat "Coogie". Mails were carried by "Coogie" from India on both 'Eastward' and 'Westward' return journey from Karachi, Udaipur, Gwalior, Allahabad and Calcutta. Also, a special plane carried mails from and to Cawnpore, connecting the flying-boat at Gwalior. Some of the stages are very rare . . . . .		25 to 100 each

Year	Field No.	Description of Flight	Number carried	Price in Rupees
1938	136	All Up Air Mail. Inland connecting service from Karachi to Colombo via Bhuj, Ahmedabad, Bombay, Hyderabad-Decan, Madras, Trichinopoly and Colombo Various stages, each at .	?	5
1938	137	On 3 March 1938, Trichinopoly was connected with Trivandrum and vice versa .	?	10
1938	138	On 4 June 1938, Bombay was dropped out as a stage owing to Monsoon and a halt made at Poona. Trichinopoly to Colombo Set of 4 covers .	?	40
1938	139	Bombay-Kathiawar via Bhavnagar, Rajkot, Jamnagar and Porbandar. Various stages at Rs. 5/- each. The complete set is made up of 20 covers .	?	100
1940	140	Bombay-Kolhapur via Poona. Various stages at Rs 5/- each The complete set is made up of 6 covers .	?	30
1940	141	Bombay-Bhavnagar via Baroda and Amreli. Various stages at Rs. 5/- each. The complete set is made up of 9 covers .	?	35

(*IMPORTANT : After Field No. 107, it has not been possible to give figures of items carried in absence of authentic datas. Also, the various stages are not allotted an individual number as in that case this list will enlarge itself to an extent to form a book of its own. Besides, for later flights, the prices of intermediate stages are also more or less the same as those of point to point covers )*

# A CATALOGUE OF INDIAN ROCKET MAILS

Nos.	Dates	Description of flight	Flown Items	Price in Rs.
1	30 - 9 - 34	Ship to Shore, Saugor Island Vignettes (400)	143	120 8
2	"	Shore experiment, Saugor Island Flown twice (Nos. 1 and 2)	220	75 8 120
2a	"	Dutch Items	3	175
2b	"	Vignettes (400)		8
3	3 - 10 - 34	Shore to ship, Saugor Island Vignettes (400)	135	40 8
4	4 - 10 - 34	Ship to Shore, Diamond Harbour Vignettes (150)	75	175 8
5	16 - 12 - 34	Ship to Shore NIGHT, Saugor Island Vignettes (500)	220	40 5
6	"	Shore experiment NIGHT, Saugor Island	250	30
7	17 - 12 - 34	Shore to Ship NIGHT, Saugor Island Do do (Containing miniature news papers)	150	30
7a	"	Vignettes (500)	110	40 5
8	28 - 2 - 35	Press Rocket Experiment Dhakurra Vignettes (400)	130	40 5
9	23 - 3 - 35	Royal Silver Jubilee, Diamond Harbour Do do (bearing rocket stamps double)	200	30 175
9a	"	Mint Stamps (800)	20	5
9b	"	Do, do (double) (11)		125
9c	"	Do, do (double) (11)		125
10	6 - 6 - 35	Quetta Earthquake Relief Kolaghat Stamps (750)	150	10 5
11	"	Red Cross Rehett, Kolaghat Stamps (750)	110	10 5
12	29 - 6 - 35	World's First Livestock Fair, Burnpur Stamps (400)	180	40 10
13	"	Parcel Rocket Despatch, Burnpur Stamps (400)	160	10 5
14	7 - 5 - 36	World's First Telescopio Rocket Tiljilla	22	200
15	"	World's Second Do do do	33	130
16	1 - 6 - 36	First Flood Rocket, Muktagpur Vignettes (150)	80	15 3
17	21 - 9 - 36	Second Flood Rocket Chungripota Vignettes (200)	106	10 3

**All-India Boy Scouts' Jamboree, Delhi, 1937**

1-3rd February

18	1 - 2 - 37	Mail Rocket No. 134, "Dr. R. Paganini"	85	40
19	2 - 2 - 37	Do. do. No. 135, "Dr. M. Kronstein"	176	18
20	"	Do. do. No. 136, "Dr. H. Radach"	132	10
21	3 - 2 - 37	Do. do. No. 138, "Princess Elizabeth"	254	10
21a	"	Do. do. (Scout Newspapers)	34	125
22	"	Do. do. No. 139, "Lord Baden Powell"	161	10

Nos.	Dates.	Description of flight.	Flown Items	Price in Rs
------	--------	------------------------	-------------	-------------

### Carried by Propaganda Rockets

22a	1 2 37	Messages of Loyalty (2,500)	..	3
22b	2 2 37	Do do (500)	..	3
22c	1 2 37	Governor of Bengal's letter (200)	..	15
22d	..	Jamboree Railway Time-table (63)	..	5
22e	..	Scouts' Equipment Blue List (400)	..	5
22f	..	Do do Violet do (150)	..	5
22g	..	Do do Red do (200)	..	5
22h	..	Messages of Welcome (1,500)	..	3
		Mint Blue Scout Rocket Stamps (2,000)	..	5
		Do, Red do do (2,000)	..	5
		Do Green do do (2,000)	..	5
23	2 3 37	Girl Guides' Firing, Belvedere, Propaganda Rocket No 7 despatched by Lady Powell	30	175
24	..	Propaganda Rocket No 8, despatched by Lady Arthur	35	175
24a	..	Lady Baden Powell's message (2,000)	..	5
24b	..	Mint Girl Guides' Rocket Stamps (500)	..	5

### Coronation Rocket Firings

25	12 5 37	By Coronation Pilot Rocket P IX Cards at Alipore	200	10
26	..	By Coronation Rocket No 141 P IX Cards at Alipore	400	10
26a	..	By Coronation do but not passed through Post Office, Office Cards	50	40
	..	Mint Stamps Red and Blue (1,500)	..	5
	..	Do, Purple and Red (1,500)	..	5
26b	..	Do, Error, Double impression (only 2 copies known)	..	..

### Rocket Train Firings

27	22 9 37	Pilot Rocket Train "Eric-Cyn" at Behala	300	10
		Mint Stamps (1,000)	..	5
28	..	Rocket Train "Herbert E Barber" at Behala	300	10
		Mint Stamps (2,000)	..	3
29		By First Indian Rocket Aeroplane at Behala	36	75
30	11 10 37	World's First Boomerang Rocket at Alipore	170	10
31	22 4 38	By Aeroplane Rocket "Miss Fortune" at Garia	81	15
		Vignettes (200)	..	1
32	25 4 38	By Boomerang Rocket "T Kimball" at Garia	81	15
		Vignettes (200)	..	1

### Rocket Firings with Postal Co-operation

33	6 6 38	Monsoon Rocket "Matianne Kronstem" No 164, at Alipore	102	30
		Labels (500)	..	1
34	..	Monsoon Rocket "Gertrude Collins" No 165 at Alipore	102	30
		Labels (500)	..	1
35	..	Monsoon Rocket "Dick Turpin" No 166 at Alipore	166	30
		Labels (Nil)	..	..

Nos.	Dates	Description of flight.	Flown Items	Price in Rs
36	25 7 38	Monsoon Rocket "Joanna Pratt Johnson" No 171 at Alipore Labels (1,000)	202	10 1
37	"	Monsoon Rocket "Rowland Hill" No 172 at Alipore Labels (1,000)	194	10 1
38	"	Monsoon Rocket "James H. E. Cook" No 173 at Alipore	102	10
38a	"	Photographs Labels (1,000)	16	128 1

### First X'mas Relief Rocket Despatch

39	25 12 38	First X'mas Relief Rocket Despatch at Alipore Labels (500)	150	10 1
----	----------	--	-----	---------

### 1939 War Rockets

40	19 9 39	War Rocket "The Liar" No 207, at (censored) Labels (300)	91	15 1
41	"	War Rocket "Grog-Nee Gim" No 208 at (censored) Labels (300)	81	15 1

### Sikkim First Official Rocket Mail Experiments

7-13th April 1935.

1	7 4 35	From Gangtok Post Office	200	80
2a	8 4 35	Do Tashi Namgyal Field	6	300
3	8 4 35	Vertical firing from Tashi Namgyal Field, Gold cards	410	10
4	9 4 35	From Dak Bungalow	388	10
5	10 4 35	From Surmusa to Ray	175	30
6	"	World's First parcel despatch of food and medicines from Surmusa to Ray (Flown gusseous excluding goods)	158	15
7	"	From Ray to Surmusa	50	175
8	13 4 35	Over the Singtau River, Western Sikkim	186	15
9	"	Do Rungpo River Sikkim Frontier	118	15
9a	"	Mint Rocket Stamps Blue, Yellow and Violet (2,000)	100	15
9b	"	Do do Red and Black (2,000)	(2,000)	10
9c	"	Do do Green and Red (2,000)	10	10
9d	"	Do do Blue and Black (2,000)	10	10
9e	"	Do do Parcel Provisionals (100)	40	10

### Second Official Experiments

September-October 1935.

10	27 9 35	Parcel Despatch from Tashi Namgyal Field Missives Excluding goods flown	190	30
11	28 9 35	Livestock despatch from Telegraph office flown missives excluding a cock bird	155	40

Nos	Dates	Description of flight.	Flown Items.	Price in Rs
12	29 9 35	His Highness the Maharajah's Firings to Enchay Gompa flown missives by Rocket No 85	170	10
13		By Rocket No. 86	200	10
14	1 10 35	To the British Residency by Rocket No 87	200	10
15	Do	do do 88	160	10
16	4 10 35	By Princess Pemtsidons Firing, Telegraph office	137	15
16a		Mint Rocket Stamps Blue (1,000)		5
16b		Do do do Red (1,000)		5
16c		Do do do Violet (1,000)		5
16d		Do do do Parcel (1,000)		5
16e		Do do do Livestock (1,000)		5
16f		Do do do Error Blue " Double (quantity unknown)		
16g		Do do do Error Livestock " Inverted " (quantity unknown)		

*A. B.* - The majority of the mint stamps were destroyed once the errors were discovered.

*Note* - All Rocket Mail experiments in Sikkim are OFFICIAL being authorised by the Sikkim Government (Durbar).

## A LIST OF BOOKS ON INDIA AND INDIAN STATES

**Stamps of India and Ceylon**, 1892. Published by the Philatelic Society, London

**The Postage and Telegraph stamps of British India**, By Hausburg, Stewart-Wilson and Crofton.

**The Adhesive Fiscal and Telegraph Stamps of British India**, By C. S. F. Crofton and Wilmot Cerrfield.

**The Half-Anna Lithographed Stamps of India**, 1854 1855. By E.A. Smythies, I. F. S. and D. R. Martin.

**The Four Annas Lithographed Stamps of India**, By D. R. Martin and E. A. Smythies.

**India: Issues of the East India Company**, By W. Harold S. Cheavin.

**Early Indian Cancellations and Postmarks**, 1852-1884. By W. Renouf, I. C. S

**Indian Stamps Used-Abroad**, By Robson Lowe.

**Stamps of India**, By Jal Cooper, F.R.G.S.

**Specialised Catalogue of Early India Lithographs** By L. E. Dawson and E. A. Smythies

**British Indian Stamps Used-abroad** By W. Renouf.

**Indian Airways**, Parts I, II and III, By Stephen H. Smith.

**Indian Rocket Mails**, By Jal Cooper, F.R.G.S.

**British Indian Adhesive stamps surcharged for Native States of Chamba, Faridkot, Gwalior, Jhind, Nabha and Patiala**, By Stewart Wilson in II volumnes.

**British Indian stamps (Queen's Head) surcharged for Native States**, By Stewart-Wilson and Gordon Jones.

**The Stamps of Jammu and Kashmir** Parts I and II, By D. P. Masson.

**The Postage Stamps of Jammu and Kashmir Simplified** By L. E. Dawson and E. A. Smythies.







